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INDIANA COLLECTION

ELECTRIC RAILROADS of INDIANA



Jerry Marlette



The largest and most famous interurban station in the world: Indianapolis Traction Terminal, November 3, 1910.

Credit: Bass Photo, Indianapolis.

INDIANA COLLECTION

Electric Railroads
of
Indiana

JERRY MARLETTE

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COUNCIL FOR LOCAL HISTORY

140 North Senate Avenue

Indianapolis

1959

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ERRATA

Page 31 Caption should read "*Lagro*," instead of *Largo*.

Page 43 Under 1920, disregard abandonment of local service in Goshen—
should be 1929.

Page 44 Under 1929, local service was abandoned in Goshen by Northern
Indiana Railway, Inc.

Map: Cincinnati to Harrison and Aurora abandonment should be 1930
(dotted line)

Beech Grove to Indianapolis abandonment should be 1937 (hatched
line)

Goshen city line abandonment should be 1929 (double circle with
dot)

Vincennes is mis-spelled.

PREFACE

Electric railroads, both urban and interurban, played a significant part in the development of the United States. They provided rapid and inexpensive transportation for a long generation before being displaced by improved highways and the internal combustion engine. The interurban in particular probably reached a higher stage of development in Indiana than in any other part of the country: The largest traction terminal was built in Indianapolis; there was extensive use of deluxe car service (parlor, diner, and sleeper); and train order dispatching, joint tariffs, and other elements of first class railroad operation were perfected in the Hoosier state.

Despite this great service heritage, comparatively little has been done toward compiling any historical data on any of the lines. It was not until the 1940s, when most of the lines were already gone, that a start was made, and this has continued slowly, although steadily, to date. It was this lack of available information that indirectly caused the writing of this work.

In the spring of 1938, the author asked a now forgotten question about one of the Indiana interurban lines of Robert Stacy, a long-time Indianapolis electric railfan. Mr. Stacy was unable to answer the question, dealing with an obscure and by then long-abandoned line, and neither could anyone with Indiana Railroad (still in operation at that time), several retired electric railroaders, or the Indianapolis libraries.

The matter was then dropped, but late in the fall of 1938 the author began digging around in old newspaper files, library stacks, corporation records and other sources for answers to some other questions. During the course of a year's searching, a large mass of data was acquired, and the thought arose of compiling a complete history of all the electric railroads, city and interurban, in Indiana.

However, the demands of college, then World War II shelved the project until the summer of 1946, when research was resumed. It then continued (interrupted in 1951-52 by another stretch in the Air Force during the Korean fiasco) off

and on until 1954. At that time, with most of the data at hand, began the job of cross-checking, verifying a number of questionable facts, securing background material, and the actual writing of the manuscript.

Several primary sources of information were used, such as newspapers, state and county records, and trade journals. It should be noted here that in many cases these records would vary considerably in reporting on a certain road even though all were supposedly covering the same period of time. Consideration, however, should be given to the fact that even a day's difference in the reporting date would result in an entirely different set of facts. For instance, a series of cars delivered or retired, a section of track opened or abandoned, a new bond issue, and other changes could alter the figures for any given road at any time. Therefore, all figures are to be considered as representative for a particular road, usually at the peak of its existence, subject to changes occurring in expansion or abandonment of service.

Inasmuch as many volumes (and many more years) would be required to completely cover every line, the author desires that it be clearly understood that this work is not to be considered as definitive but is intended to serve as a starting point for further research on specific lines, and a general reference on the electric railroad industry in Indiana. In keeping with this goal, material has been selected to give a representative coverage of the entire state, with background material shown for all sections but not all companies.

Securing this background material—photos, timetables, plans, etc.—became one of the greatest problems in the entire project. Several hundred individuals, newspapers, magazines, and other sources were approached in an attempt to obtain the widest possible coverage, and many previously unpublished photos and other items were obtained as a result of this search. Unfortunately, a number of especially desirable items were unobtainable, having been thrown out,

lost in floods or fires, or otherwise destroyed before the search was begun; however, a number were located and will probably be preserved for future use.

It should be mentioned here that it is planned for this complete work to be followed by histories of individual roads. Among those now in progress are Indianapolis Railways; Interstate Public Service Company; and Chicago, South Shore & South Bend Railroad. Interested persons are invited to submit data, photos, time-tables, plans,

equipment rosters, and similar material (to the author in care of the Indiana Historical Bureau) for inclusion in these projected works.

In conclusion, if this work should inspire the researching and writing of the history of one hitherto ignored Indiana electric railroad, the author will feel well repaid for his efforts.

JERRY MARLETTE
Indianapolis
October 1959

ACKNOWLEDGEMENTS

In this history many individuals, organizations, and corporations contributed to the finished product. Some made major assists, others minor; all were important, and played their respective parts.

Unfortunately, many of these contributors cannot be identified today, either because they failed to identify themselves when giving information (principally tips as to where specific data or illustrations could be located) or, frankly, because they were just plain lost in the mass of material which was accumulated during the years. Therefore, the author believes it unfair to single out any few contributors without being able to credit them all. To each and every one, the author extends his sincere thanks.

However, there are a few individuals who offered major assistance during the project's research period. Among these are Harold Sander, formerly of the Indiana State Library staff and now head of the Indianapolis Public Library who suggested many sources of material and how they could best be used. Mrs. Frances Nakarai of the Indiana State Library made available much of the source material used in the work and Ralph T. Schad, of Paine, Webber, Jackson, and Curtis, Indianapolis stock brokers, provided the greater part of the corporate and financial data from his company's files. LeRoy W. Duncan, of the Public Service Commission of Indiana, was of great assistance in locating data in the Commission's file of corporate annual reports for various abandoned companies and Mrs. Marvel Crim, of the Indiana Secretary of State's office, answered many complex questions regarding organization and incorporation of the early companies, particularly those which never got beyond the proposed stage. George Yater of New Albany was the only person able to unravel the complicated organization structure and line of succession of the various New Albany companies, and Hubert

H. Hawkins, director of the Indiana Historical Bureau, made many general suggestions which materially speeded the final assembly of the work.

Photos are credited individually, with especial thanks to Edwin D. Fowle, of McGraw-Hill Publishing Company, for permission to use many rare photos and plans from the McGraw-Hill magazines: *Street Railway Journal*, *Electric Railway Journal*, and *Transit Journal*; Irvin H. Schafer, of Bass Photo Company, Indianapolis; Mrs. Eileen Hatfield, of Washington, Indiana, who located what is apparently the only Washington Street Railway photo in existence today; Hudson R. Biery, of Cincinnati, for a number of rare passes; Walter Weber, general superintendent of transportation, Chicago, South Shore and South Bend Railroad, who furnished the South Shore photos and plans; and several well known photo collectors who generously loaned items from their extensive files: Charles V. Hess, of Goshen; Glenn Niceley, of Indianapolis; Robert M. Stacy, formerly of Indianapolis and now living in Beloit, Wisconsin; Malcolm McCarter, formerly of Peru and now living in Tucson, Arizona; and Eugene Van Dusen and Harry Zillmer, of South Bend.

Last, but far from least, special credits to Vane Jones, prominent Indianapolis railfan, who made many suggestions and answered a number of questions during the assembly of the material, as well as preparing the maps in the work; V. K. Nelson, Indianapolis home and swimming pool builder, whose company airplane the author used in an aerial survey of every mile of abandoned line in the state; and to the author's wife, Selma, who patiently put up with research, trips, and other activities to the detriment of home and recreation.

To everyone, again, just—thanks.

J. M.

NOTES

IN THE BEGINNING—PRIOR TO 1900

For many years, beginning in the Civil War era, the motive power for street railways in the State of Indiana had been that old standby, the mule. Sturdy but stubborn, dependable but difficult to handle, he yet managed to operate through all kinds of weather, fair and foul, failing only when the streets were too muddy or too icy to allow any kind of safe movement.

As cities grew larger and the various lines were lengthened, however, it became apparent that larger, faster cars would be needed, and street railway companies, seeking more efficient means of locomotion, selected electricity as their motive power. Experiments along this line had begun as far back as 1835, but it was not until Thomas Edison and Charles Van Depoele, working separately, exhibited working electric railways in Chicago in 1883 that it was believed practical.

The first recorded attempt at electrification in Indiana was that of the South Bend Street Railway in 1882. The car could move only a few feet at a time due to the current being dissipated into the ground faster than the power house could supply it. Despite this failure, the company did not turn against the new power but waited for better equipment. Finally, on November 15, 1885, the first successful operation of an electric car in Indiana occurred when another South Bend car ran on Michigan Street from the 500 block north to one and one half miles south of Washington Street. The engineer in charge of this operation, Van Depoele, later became one of the outstanding electric railway engineers in the country.

It might be only fair to mention here that, while technically a success, it was a failure economically, due to continued excessive power requirements to compensate for the high current dissipation. The line reverted to mule power early in 1886 while Van Depoele continued developmental work on his power system.

Many Hoosier cities, however, were watching the South Bend experiments, and, on August 30, 1888, the first car ran over the tracks of the Lafayette Street Railway (this company, incidentally, was the first in Indiana, and the second west of the Alleghenies, to have a completely electrified system). Other cities were quick to follow suit in the succeeding months, and by 1895 electric systems were in operation in, among others, Indianapolis, Richmond, Kokomo, Vin-

cennes, Fort Wayne, Anderson, Muncie, Elwood, Terre Haute, Columbus, Logansport, Evansville, and, successfully by now, in South Bend.

An indication of the rapid change from animal power is shown by these figures: in 1893, electric lines totaled 173 miles and mule 92, while a year later the figures were 269 and 29, respectively. Car totals for the two years were electric, 402 and 640; mule, 167 and 43.

Reasoning that if electricity was such a success in city service it might also be used to power cars between closely adjoining cities, a group of Marion men formed the first inter-city line, the Marion Electric Street Railway Company, on August 21, 1889. No special name was given to the plan, other than inter-city. The honor of naming such service "interurban" fell to Charles L. Henry, who bought the Anderson mule line in 1891 as the basis for a proposed net work of lines connecting the various cities of the Indiana Gas Belt. Henry named the medium after seeing an "intra-mural" railway at the Chicago World's Fair in 1893, and the term quickly spread until by 1895 it was in almost universal usage.

At this point it might be well to pause for a moment and study the definition of this term, "interurban." The most accepted definition was proposed by E. D. Durand, who, while Director of the Census, defined it as "a railway having less than half its track within municipal limits." This is important, as will be seen shortly.

While the city lines were busy electrifying their mule routes, the inter-city construction crews were busy too; and on May 17, 1892, the New Albany Highland Railway Company opened a one and one-half mile line from New Albany to Silver Hills, a suburb of New Albany. The next year, on July 16, the Brazil Rapid Transit Company opened a line running through Brazil from Cottage Hill on the west to Harmony on the east, a distance of four and one-half miles. Technically, either or both of these lines could qualify as the first interurban line in the state, but the credit has usually been given to another and later line.

Charles L. Henry, having electrified the Anderson city lines in 1892, continued with his master plan of interurban service in the Gas Belt, but the nation-wide financial panic of 1893 checked his plans. This, coupled with the political uncertainty of 1896, prevented any actual work being done until 1897. Finally, on January

1, 1898, Henry's Union Traction Company ran its first car between Anderson and Alexandria, 11 miles.

This is the run that most historians have considered to be the first in the state, even though it had been preceded by the two mentioned before and an additional two: the Marion Electric Street Railway Company's six mile Marion to Jonesboro run, opened August 1, 1893, and an extension of this line from Jonesboro, 11 miles, by a successor company, the Marion City Railway, on July 1, 1894. Henry did possess one definite "first" in that his car was the first designed specifically for interurban service in the state, and his Union Traction Company became much better known than did any of the companies claiming prior service. Be that as it may, they all con-

tributed to the growth of the interurban in Indiana to a degree unknown in any other state.

While these companies were arguing as to which was first, other companies around the state were busy building both city and interurban lines as fast as finances and materials would permit. Between 1895 and the turn of the century, city lines were electrified in Hammond, Whiting, East Chicago, Madison, and Washington, and inter-city lines connected Alexandria and Summitville, Elwood and Alexandria, South Bend and Elkhart via Mishawaka, and Elkhart and Goshen. More than a hundred miles under construction and a like number of companies in the process of formation promised a rousing entry into the Twentieth Century.

THE GROWING YEARS—1900 TO WORLD WAR I

The first day of the new century was indeed a big one in Indianapolis; the first interurban car entered the capital city. The Indianapolis, Greenwood, and Franklin Railroad ran its first car from the Greenwood shops, 12 miles south of Indianapolis, although the handrails had to be removed and the passengers shifted to the outside in order for the car to squeeze by the overhead wire poles, which were at that time located in the center of the streets. The car also had to jump the Belt Railroad rails, as the crossing had not yet been put in. However, these were minor matters, and the citizens of Indianapolis rejoiced at this sign of progress. Regular service between Indianapolis and Greenwood began ten days later.

Other lines opened in 1900 were those between Indianapolis and Greenfield, LaPorte and Michigan City, Terre Haute and Brazil, and Aurora and Cincinnati (Ohio), while local service was expanded in Marion by the entry of another company upon the local scene. The end of 1900 found 678 miles of electric lines operating 671 motor and 308 trail cars, while 7 miles of mule line operated 13 cars.

Expansion continued at a rapid rate through the early years of the new century, with a hundred miles being built on paper to every one laid on the ground. Probably in no other state in the country did the interurban strike the popular

fancy with such force as it did in Indiana. While the state saw nearly two hundred companies achieve operating status, another two hundred and fifty plus filed papers of incorporation, with as many more organized and funds solicited but not incorporated. To these must be added unknown hundreds which never got beyond the planning stage. Of course, planning traction empires was a popular luncheon subject and parlor game for a number of years, but many of these unfinished dreams were the plans of hard-headed businessmen which did not pass the paper stage for some mighty good reasons, among which were the depression of 1893, the business recessions of 1907 and 1913, and the first World War.

Perhaps the most grandiose interurban scheme ever conceived in the entire United States was the Chicago-New York Electric Air Line Railroad Company. This road planned to run trains 750 miles from Chicago to New York in ten hours on a straight, level, grade-crossing free roadbed for only a \$10 fare. Stock in this gigantic enterprise was sold direct to the public for \$25 per share of 7% Cumulative Preferred Stock, less two per cent for cash, or in ten equal monthly payments of \$2.50 per share. According to their advertising, the purchase of two shares of this stock would "keep a man at work on the Air Line for one month, and help us ever closer to our common goal." What the Securities Exchange Commission wouldn't do to that plan! Unfortunately,



The first completely electrified city system west of the Alleghenies, the Lafayette Street Railway operated cars like No. 106 and 109, shown here about 1888.

Credit: McGraw-Hill Publishing Company.



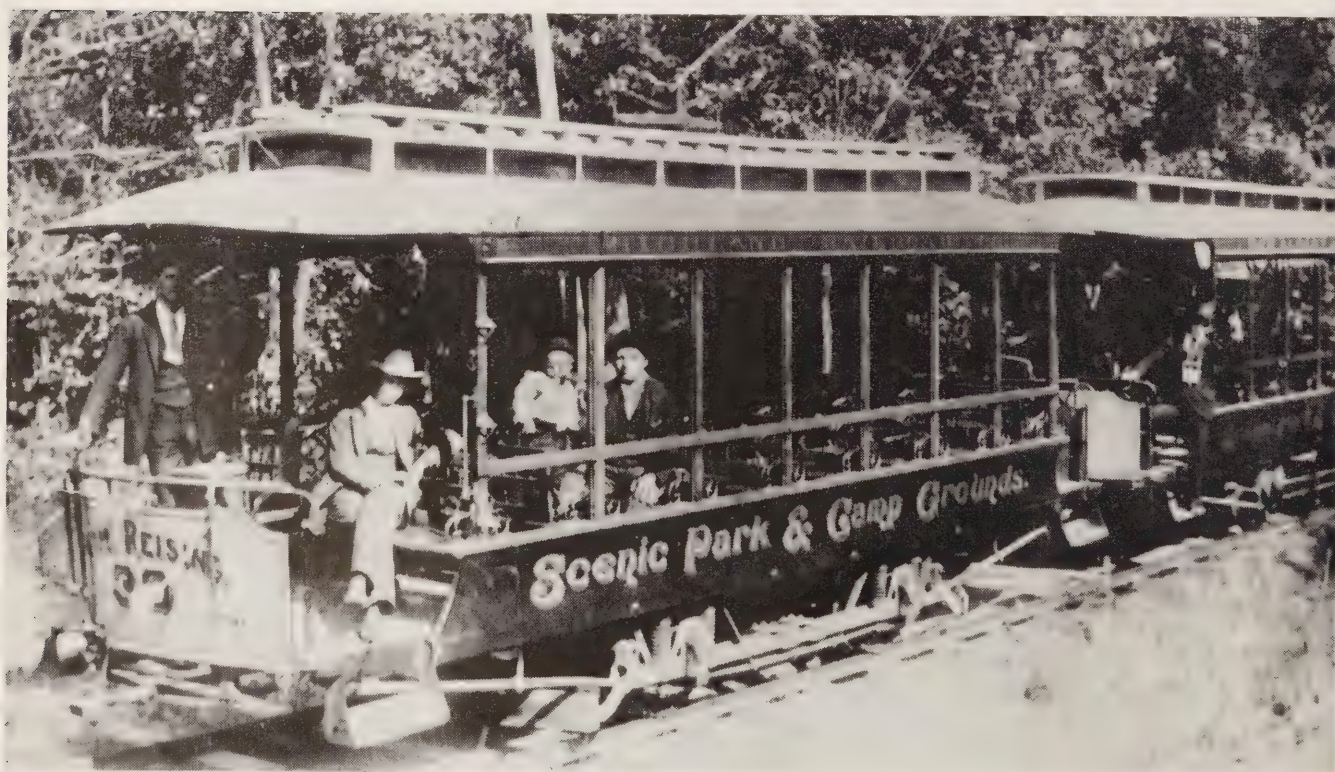
Was this the first interurban in Indiana? Car No. 2 of the Brazil Rapid Transit Company pauses for its picture in 1893.

Credit: J. M. Ross.



Car No. 8 of the John S. Crump Street Railway and Lighting Plant was typical of the local service equipment in Columbus in 1893.

Credit: Ross G. Crump



Highland Railroad No. 30 and trailer enroute from New Albany to Silver Hills in 1896.

Credit: George Yater.

the company never got beyond the construction of a 15 mile section between LaPorte and Goodrum, which was built and operated by its subsidiary company, the Goshen, South Bend and Chicago Railroad (the Air Line was a holding company only).

Dreams were not the only problems of the empire builders. Not only did they have to conquer the usual construction difficulties, but they also ran into troubles in obtaining franchises, battling injunctions by rival companies, labor troubles, and, in some cases, physical violence. One of the earliest of these squabbles was between Union Traction and the Pennsylvania at Anderson, where the Pennsylvania refused the UT construction crews permission to cross the Anderson Belt Line. To insure halting of the UT, the Pennsylvania built a switch across the street UT wanted to use, placed freight cars on the switch, and tore out the switch points. It took the UT three months to get the case through court and secure an injunction against further hampering actions by the Pennsylvania in order to build the crossing.

Most of the difficulties encountered by the various traction companies were similar to the above, caused when the steam railroads objected to the interurbans crossing their lines. The courts decided practically all in favor of the interurbans, although naturally much time was lost while the cases dragged through the courts.

Another great obstacle was that of securing franchises. Many times a company would be able to obtain franchises and rights-of-way for all but a small strip of land, and would then be stymied either by high prices or city objections. In some cases court relief was obtained, some land was donated by persons and towns anxious for traction service, while in others some high strategy was necessary. Such was the case when the Indiana Northern Traction Company was stopped by a cemetery south of Wabash: fearing an injunction, the company built through and beyond the cemetery between sunset one evening and sunrise the next morning. Although the city authorities were rather unhappy and threatened to force removal of the track, nothing was ever done, and the company completed its line without further incident. At other times and places, traction companies were forced to re-survey their proposed lines in order to meet demands of the various city councils that they enter cities only upon certain streets.

The most violent of these incidents ended in a free-for-all in Crawfordsville. The Indianapolis and Northwestern Traction Company, after being granted a franchise in that city and depositing the necessary bond, had its franchises revoked by the city council. Nevertheless, the company moved laborers and materials into town and prepared to lay track on Main Street. The city council ordered out the police and fire departments, and they formed battle lines just south of the Court House. When the first pick hit the pavement, the firemen turned on their water, and the fun began! The company laborers used pick handles and bricks, the firemen their hose, and the police their nightsticks. After some of the company men started to puncture the fire hose with their picks, the police arrested several of them and the city filed a suit of contempt against the company. However, over a thousand Crawfordsville citizens petitioned against the suit, and it was dismissed, allowing the company to go ahead with its work unmolested, although it had to fight a couple of other court battles before it finally secured all necessary franchises.

In spite of all these shenanigans, both legal and otherwise, progress was being made. Mileage increased from 678 in 1900 to over 2300 in 1908, and constant improvements to service and equipment were being made. Through service between interurban centers was developed, using the facilities of two or more roads, and connections with lines in Ohio, Michigan, and Kentucky were developed. Illinois, for some reason, was never connected to the Indiana network.

One of the greatest steps forward was the opening of the Indianapolis Traction Terminal on September 12, 1904. Besides combining all lines in one station, allowing easier transfer between cars, the Terminal provided much needed office space for the various lines, along with express and baggage offices, ticket counters, etc. It also was a great help to the city cars in Indianapolis. Before the giant train shed was available the interurbans loaded and unloaded at various points on the city streets, thereby causing many delays to the local service. Another boon to the weary traveler was the opening of the Indianapolis Joint Ticket Office, the first interurban joint agency in the country, on July 1, 1905.

Frequency of service was constantly increasing, and rose from less than 100 trains per day in and out of Indianapolis in 1902 to nearly 400

per day in 1910. Granted, some suburban terminals in larger cities had more trains per day than did Indianapolis, but it should be remembered that the great majority of the trains serving Indianapolis made runs of 40 miles or more, with some running as high as 170 miles in length. All types of service were offered, from the small lightweight local cars to the big limiteds with their smoking and baggage compartments, and the all-chair parlor cars. The first interurban sleeper service in the country was offered on September 15, 1903, when a Holland Palace Car operated over the four lines connecting Indianapolis and Columbus, Ohio. Trains usually consisted of one car, although two and three car trains were not uncommon. Excursions were exceedingly popular, being offered both locally by the individual lines and, in connection with steam roads, to points as far away as Niagara Falls.

One of the biggest headaches of the interurban lines was that of express and freight service. At first, the companies did not want to handle it, feeling that the steam roads, with their already complete facilities, were more fully equipped to handle this type of business. However, the interurbans more or less backed into hauling freight; since the baggage compartments for passengers' luggage were not always filled, they started carrying small express shipments. This led to freight, in small quantities, and then to larger amounts requiring special equipment. Since the average interurban line was too short to profitably handle any long-haul, car-load shipments, and the steam roads were naturally reluctant to interchange with such competition, the interurbans were forced to rely for most of their freight income on less-than-car-load shipments which were more expensive to handle. Some of the larger companies began to work out interchange agreements among themselves, and, as interstate connections were completed, a healthy freight business began to develop. Freight revenue in 1910 accounted for some 7% of the roads' gross earnings.

As the interurban in Indiana grew out of the swaddling stage into a major transportation medium, a surprisingly high percentage of the companies made a profit upon their investment, even though almost all of them were highly over capitalized (see "The Long Decline"). The few companies which did not make satisfactory profits in the years before World War I were consoli-

dated into larger companies in order to obtain the benefits occurring from coordinated schedules, better utilization of equipment and shop facilities, etc., although in a number of cases it was just a case of staving off eventual failure for a few more years. One line, Indiana Union Traction's city service in Alexandria, was abandoned during 1907.

Naturally, during these growing years, many mistakes were made in design, construction, and operation. Among these which caused the most trouble, and were quickly corrected, were: the use of storage batteries, both in cars and in power stations; long distance transmission of direct-current power; light weight rail and inadequate spiking; poor overhead placement (if placed too high, the trolley wheel or shoe flew off at high speeds due to insufficient pressure on the wire, while if too low, the extra pressure quickly burned up the wheel or shoe); and inadequate dispatching, which caused a number of wrecks.

Speaking of construction, these 1909 averages for 20 roads in Indiana and Ohio are interesting:

<i>Cost per Mile</i>	
Roadbed	\$16,000
Power plant	2,200
Transmission lines and substations.....	3,000
Trolley line	1,600
Cars	1,200
General	1,000
Total	\$25,000

<i>Electrification Cost</i> (average \$9,000 per single track mile)	
Power station	24.4 %
Transmission lines and substations.....	33.3
Trolley line	17.9
Cars	13.3
Miscellaneous	11.1
	100.0 %

This same survey showed the 20 roads reporting gross earnings of 29.5 cents per car mile, as against operating expenses of 15.8 cents per car mile. The difference was not all gravy, however, as out of this apparent profit had to come all payments on the bonded debt, which usually were far higher than the difference.

After the initial problems of construction and untried equipment, most of the lines were fairly



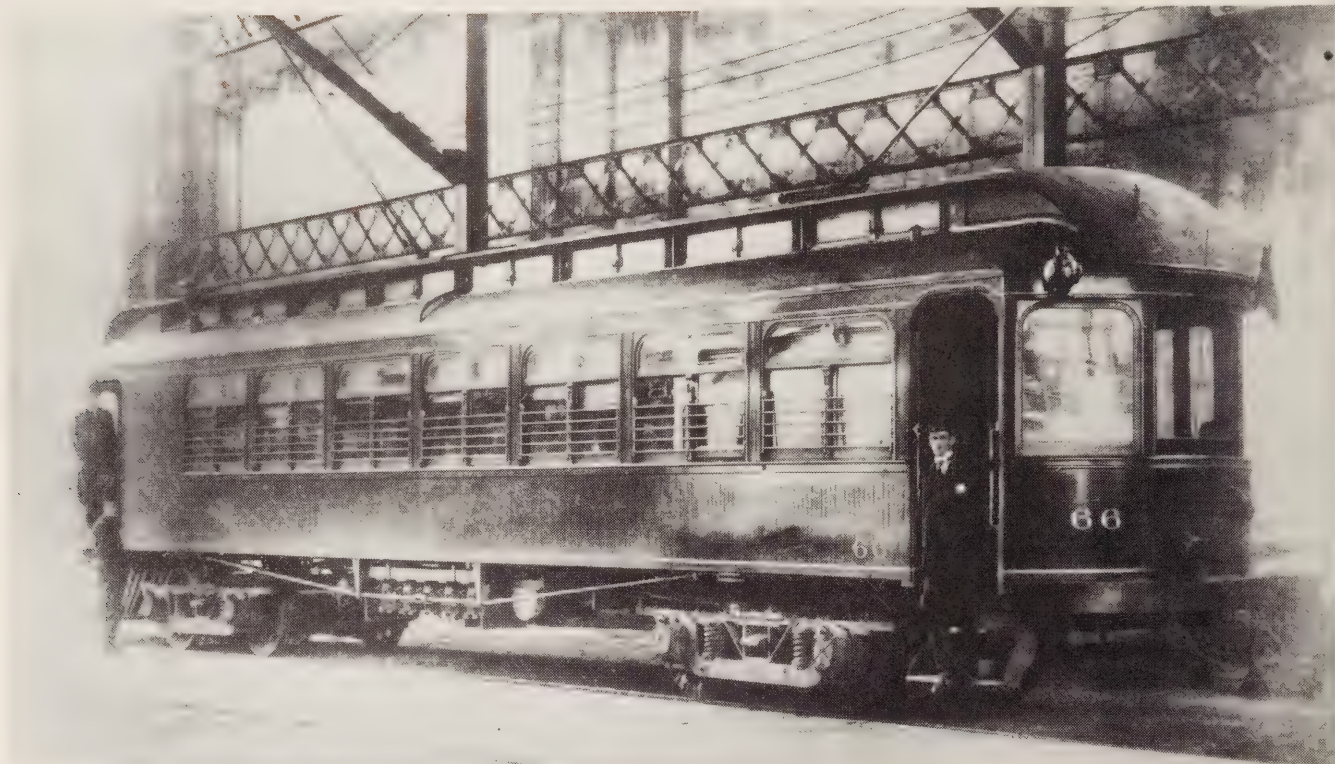
Cincinnati, Lawrenceburg and Aurora car 45 pauses alongside the abandoned Whitewater Canal, 1901.

Credit: Ray C. Johnson.



Special car "Martha" of Union Traction Company of Indiana, on a special trip of the Merchants' Association of Indianapolis, 1902.

Credit: J. M. Ross.



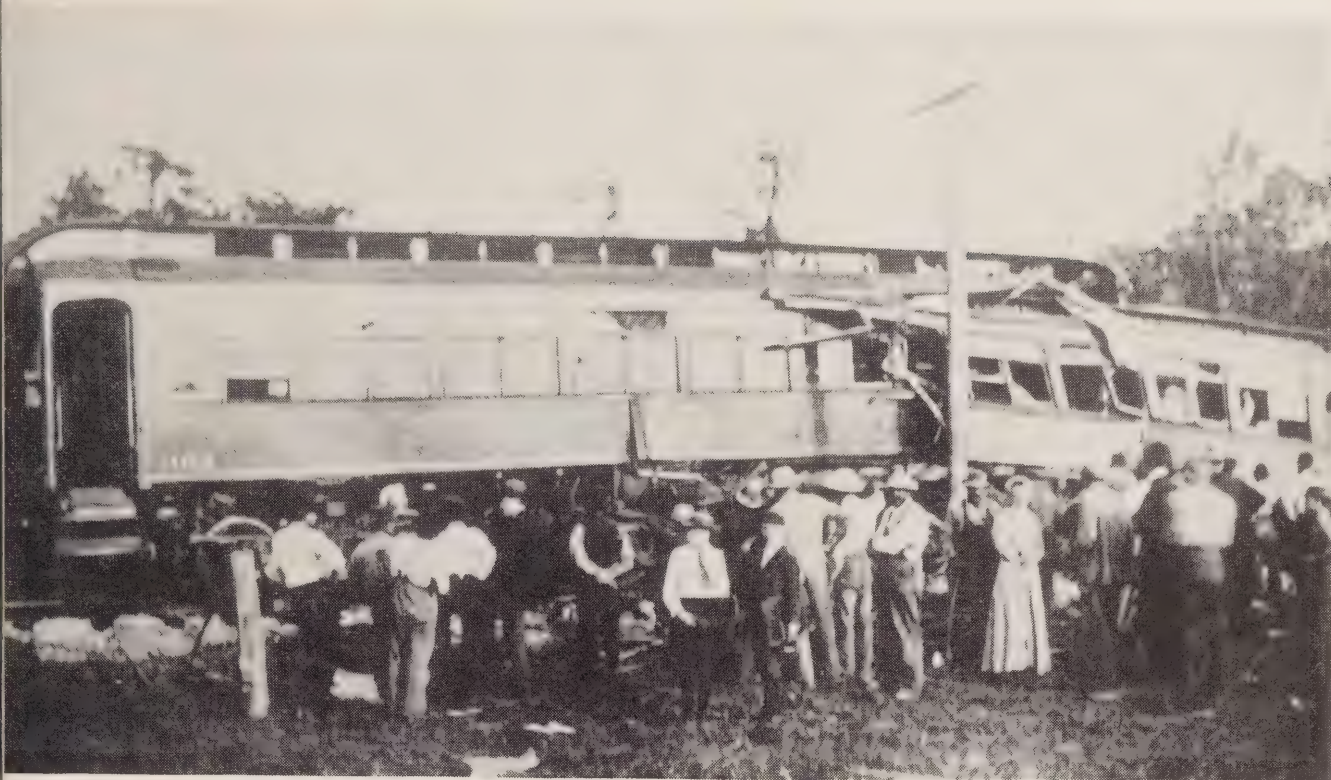
Terre Haute, Indianapolis and Eastern Traction Company No. 66 in the Indianapolis Traction Terminal, December 1906.

Credit: Glenn Niceley.



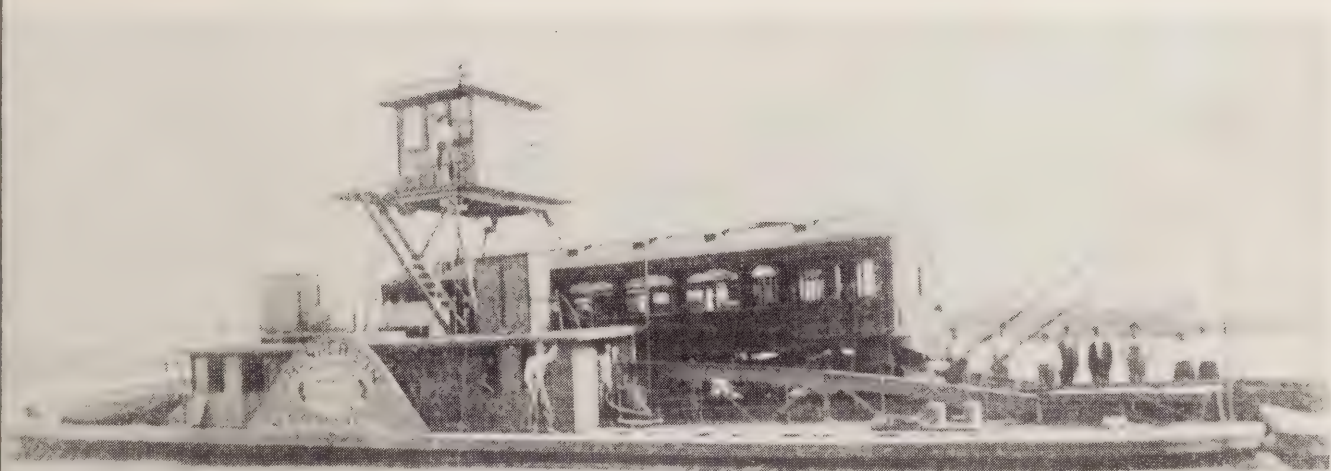
Fort Wayne and Wabash Valley parlor car 504 ready for departure from the Indianapolis Traction Terminal for Fort Wayne, 1906.

Credit: Bass Photo, Indianapolis.



Fort Wayne and Wabash Valley wreck at Kingsland, September 21, 1910,
which killed 42 persons.

Credit: Fred Steiner.



Ohio River car ferry used by Evansville Railways between Evansville and
Henderson (Ky.), 1912.

Credit: McGraw-Hill Publishing Company.



Heavy traffic at the old Indianapolis freight sheds, 1917.

Credit: McGraw-Hill Publishing Company



Deluxe interurban No. 307, "Keshena," of the Chicago, South Bend and Northern Indiana Railway, at South Bend storage yards in 1935.

Credit: Eugene Van Dusen and Harry Zillmer

free of any worries other than how to make a profit. Among the miscellaneous troubles was that of the Indianapolis and Eastern, which ignored a smallpox quarantine in Knightstown despite arrests and track blockades and almost lost its franchise as a result; complaints against frightening horses (a switch occurred when a Marion city car was hit by a runaway Marion Fire Department ladder truck, whose horses had bolted when the ladders were removed at a fire!); various squabbles over excursion rates and destinations; and a court order forcing the Winona Interurban Railway to offer Sunday service (the railroad was controlled by a church assembly and refused to run trains on Sunday until the court threatened loss of its franchise).

There were a number of accidents during the early days, and most of them were bad ones. Among the more serious were an Indiana Union Traction car rolling through Alexandria at 40 miles an hour with the brakes out, finally stopping after hitting the passenger station and burying 2 persons in the wreckage; a Union Traction Limited and a UT freight colliding at Ressler Crossing north of Tipton, killing 6 and injuring 12; and a Marion, Bluffton and Eastern collision just east of Marion which killed 6 and injured 60. The greatest disaster of all was the

head-on collision north of Kingsland on the Fort Wayne and Wabash Valley, September 21, 1910. This wreck, which claimed 42 lives, was caused by a south-bound extra passing a siding while running ten minutes late, then meeting a north-bound local (loaded with fair-going passengers) on a curve. The resulting damage claims forced the reorganization of the company.

Nature played a hand in the havoc, too. The Toledo and Chicago saw part of its newly-constructed line between Auburn and Garrett sink 38 feet into a peat bog. The Cincinnati, Lawrenceburg and Aurora was probably the hardest hit of any interurban company in the country during the great Ohio River flood of 1913. When the flood had passed, the C L & A assessed its damages at over \$145,000, and went into receivership shortly thereafter.

On July 1, 1914, interurban mileage in Indiana totaled 2318, of which 2137 was first main. Over this trackage were operated 1229 passenger, 363 freight, and 78 mail, baggage and express cars. Electric service was operated in 67 of the state's 92 counties. The only cities of more than 5,000 population not served by electric railways, either city or interurban, were Bedford, Bicknell, and Bloomington, all in the southern part of the state.

THE LONG DECLINE—WORLD WAR I TO WORLD WAR II

Although not immediately apparent, the coming of World War I was the beginning of the end for the electric railway industry. In itself, the war was not wholly to blame, although material shortages played a big part in the decision to abandon at least one line, and rising prices made several more increasingly unprofitable. Ironically, they were worth almost as much as scrap as in their full operating condition!

The basic troubles of the interurban in Indiana can be traced to two factors: they were designed at first as short haul lines; and they featured largely untried equipment. Of course, as the years went by both of these conditions were corrected. The shorter lines expanded or merged, and better equipment became available. By that time, however, more than one line had gotten in so deep financially that it never recovered, al-

though the final reckoning might be deferred for years.

Probably the prime factor which led to many failures and subsequent reorganizations, consolidations, and receiverships was overcapitalization. As an example, the 62 mile Indianapolis, New Castle and Toledo initial capitalization was \$9,000,000 (\$4,500,000 in bonds and a like amount in stock), a rate of some \$144,000 per mile. Needless to say, such a figure would require practically the entire year's income to merely pay the interest on the funded debt, leaving nothing to pay the operating expenses. Dividends? They were practically unheard of after the early years. As a result, stocks and bonds dropped drastically, and it became harder and harder to attract desperately needed new capital. The common stock of the Union Traction Company dropped from

\$24 per share in 1904 to \$2 per share in 1922, and the preferred from \$71 to \$20, with bond prices in proportion. Of course, during reorganization, many of these companies dropped their capitalization to more realistic figures—the Indianapolis, New Castle and Toledo, for example, dropped to \$2,200,000, or around \$35,000 per mile.

While the companies were struggling with the financial structure, another and greater menace to their future entered the picture—the automobile. The post-war auto, after four years of accelerated development, was vastly improved over its pre-war ancestor, and found ready acceptance by the American public. The highway system was much better, too, with constant additions and improvements to the pre-war mileage. Along with the private automobile, with its greater freedom of movement and pride of possession, came two additional competitors—the motor bus and truck. While not too strong for several years after the war, by the mid-twenties they were firmly entrenched on the transportation scene, and caused the abandonment of several lines in Indiana. Some lines converted to busses and trucks themselves and continued operations for years. A few of them are still in service today (Indiana Railroad, Indianapolis and Southeastern, Evansville and Ohio Valley, and several city lines).

Other factors contributed to the decline. There was a lack of connections to permit long hauls (Indiana and Illinois, for instance, were never connected). Many roads were built alongside steam roads, which caused constant and bitter competition (the steam roads, being firmly entrenched before the interurbans came along, usually won out, except for short haul passenger service). Hasty promotions were undertaken in many areas which would never be able to support any kind of line and collapsed at the first rough going. The exhaustion of the natural gas supply in the Gas Belt meant the end of inexpensive fuel for power, and the delays caused by operation in dense city traffic, which also prohibited the use of more than three or four car freights, seriously hampered freight service.

In spite of these apparently insurmountable obstacles, most of the lines rolled right along until November, 1917. In that month two companies gave up: on the 3d, the Goshen, South

Bend and Chicago (the first section of the Chicago-New York Air Line) achieved the dubious honor of being the first interurban line in Indiana to abandon service. It was followed shortly by the Bluffton, Geneva and Celina. In April, 1918, the second city line quit, the Madison Light and Railway abandoning local service in Madison on the 30th. The Lake James Railroad also abandoned its line after the summer season closed on October 15. This pattern continued for the next few years, with several of the smaller companies being reorganized or abandoned, and the larger ones abandoning unprofitable branches and city services.

The picture was not entirely gloomy, however. The larger companies, being still very much alive, inaugurated new services to attract business, and in many cases did very well. Working through the Central Electric Railway Association, which included practically all companies in its membership, the lines initiated new ticketing and baggage handling procedures, and introduced an immensely popular ticket called the "2,000 Penny Coupon Ticket." This book, which contained \$20 worth of transportation although selling for \$17.50, was honored by all members of the CERA, and was immediately acclaimed by commercial travelers, who up to that time had been faced with the problem of different rates and tickets when changing lines. With this book, the traveler simply handed the book to the conductor, who tore out the fare needed, and the ticketing was accomplished, saving much time and trouble for all concerned. Tickets were also sold in ten-day, twelve-ride form, and in monthly commutation books.

Excursions were extensively promoted. The Union Traction Company featured trips from Indianapolis to such Lake Erie resorts as Cedar Point and Put-in-Bay as well as to Toledo, Cleveland, and Niagara Falls. Interstate Public Service ran excursions between Indianapolis and Louisville, the cities alternating each Sunday as starting points. Other promotions included special rates for theater-bound customers, with a special late car departing after the final curtain, and a charter car operated by the Indianapolis Chamber of Commerce transporting Indianapolis wholesale merchants along the various lines to meet their retail merchant customers in the smaller towns.



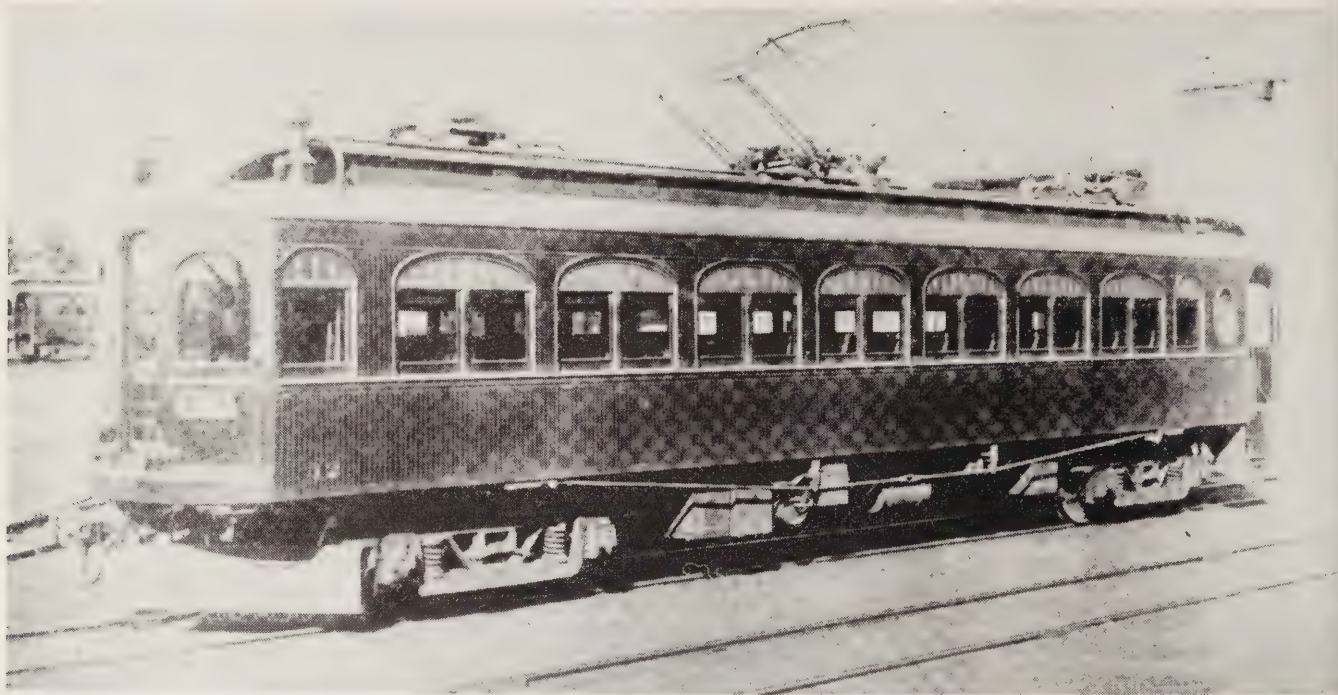
Lebanon and Thorntown "Dorothy" at Thorntown in 1913.

Credit: Ben Powell.



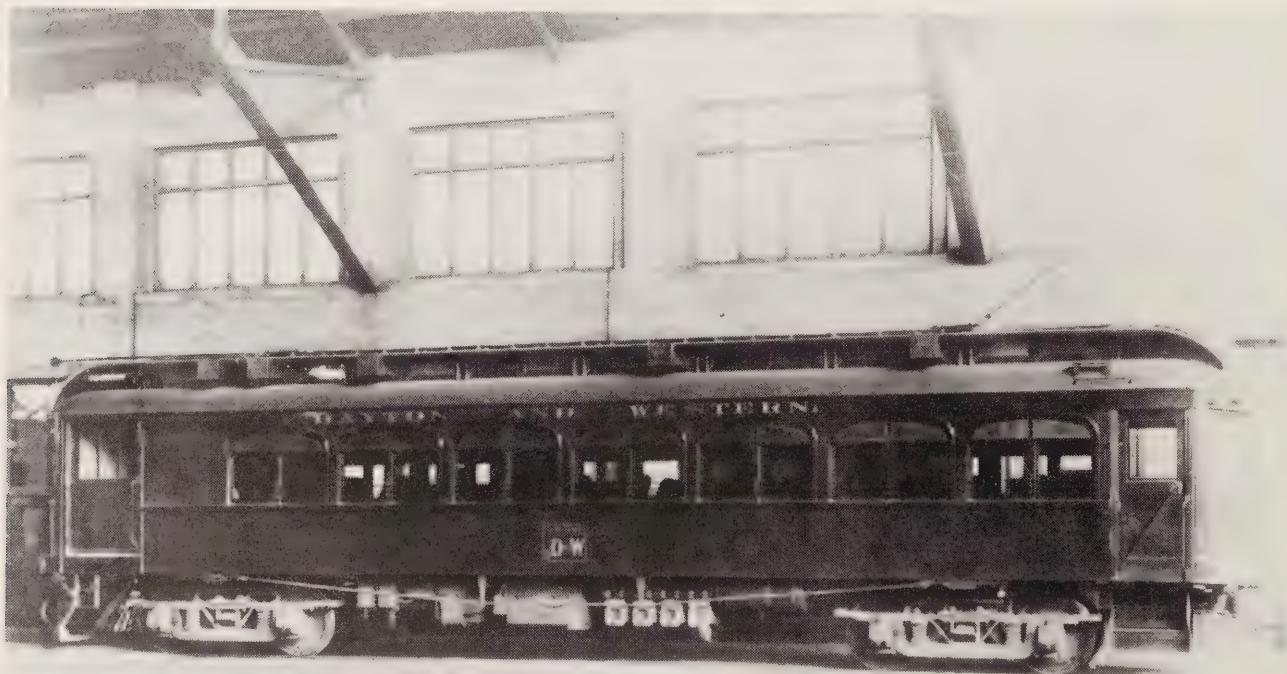
Heavy traffic on Massachusetts Avenue (Indianapolis) in 1914: (from right) Union Traction Muncie Limited, New Castle-bound "Windsplitter," two Indianapolis Traction and Terminal city cars, and (background) unidentified freight or work motor.

Credit: Indianapolis Star.



Car 12, one of the standard passenger cars of the Chicago, Lake Shore and South Bend Railroad, 1915.

Credit: McGraw-Hill Publishing Company.



Dayton and Western Traction's No. 601 between runs as a Dayton-Indianapolis Limited, Indianapolis Traction Terminal, 1924.

Credit: O. Fitzhugh Lee.

Equipment was being constantly improved, too. The all-steel car was seen more and more, and special cars, such as parlor-diner (Interstate, 1923) and sleeper (Interstate, 1924) were put into service. Several of the smaller cities saw the erection of new stations, usually combination passenger and freight buildings.

Freight received particular attention. In contrast to the indifferent attitude of the lines in the early days, every effort was made to offer the finest freight service possible. Heavy locomotives and steel box motors pulled all types of freight cars, including express, box, stock, flat, coal, dump, and others between greatly expanded terminals. The Indianapolis Freight Terminal had a capacity of over 100 cars, and the Industrial Terminal could handle another 100. Other terminals at Fort Wayne and Louisville, while not as large, possessed modern freight handling facilities, such as overhead folding doors and electric lift trucks. Pick-up and delivery service was available at most stations, and delivery by the second morning was offered between Indianapolis and Detroit, Louisville and Fort Wayne, and Lafayette and Toledo through Central Freight Association interchange. The Cincinnati, Lawrenceburg and Aurora, being unable to operate its freight cars into the heart of Cincinnati because of the five-foot gage in local use, featured container service, the containers being hauled by truck between downtown Cincinnati and the CL&A terminal at Anderson's Ferry.

One of the most unusual incidents in the history of any electric railway in the country occurred in 1923, when a Terre Haute, Indianapolis and Eastern car bound from Indianapolis to Martinsville was held up by two masked bandits at Maywood, just southwest of Indianapolis. The car stopped on the men's signal, and they climbed aboard, firing into and through the car. The passengers and crew were forced outside and lined up along the road bed where they were robbed of more than \$1,000 in cash and valuables. The bandits were apparently amateurs, however, as many times that amount was missed in the hurried search of the passengers. It is not recorded whether the bandits were ever captured.

Accidents continued to claim many lives. Among the worst were a head-on collision between two motor and trailer trains at Alfont, just east of Fortville, on the Union Traction, which

took a toll of 21 in the crash and ensuing fire; and a Honeybee (Indianapolis, New Castle and Eastern operated by Union Traction) car which hit a truck and trailer at 21st and Emerson Avenue in Indianapolis, killing 20 and injuring several more. The trailer, filled with Sahara Grotto members, was on its way to Fort Harrison (northeast of Indianapolis) when the car struck. The truck pulling the trailer was untouched, thereby probably saving another 20 or more from death. A major disaster was narrowly averted in Edinburg on the Interstate, when a Pennsylvania freight struck a trainload of 500 Mile Race fans returning to Louisville. Scores were shaken up, while a dozen were injured slightly.

With the prosperous years of the mid-twenties contributing enormously, the Hoosier interurban and city lines were making progress toward financial stability when Black Friday struck late in 1929. The effects of this day and its subsequent wave of financial failures were soon felt by the electric railways and their parent, the electric power industry. Early in 1930, the managements of the larger interurbans in Indiana took under consideration a proposal of Midland United Company (Samuel Insull's holding company) to consolidate all the principal lines into one giant traction empire.

Arrangements were quickly made, and on August 1, 1930, Indiana Railroad, the largest interurban company ever operated in the United States, began operation over the properties of Union Traction Company, Indiana Service Corporation, Interstate Public Service Company, and Northern Indiana Power Company. Prior to this consolidation of management, Union Traction abandoned 74 miles of unprofitable lines, and shortly afterward Indiana Railroad dropped 44 more and discontinued parlor-dining service. Also that fall, Terre Haute, Indianapolis and Eastern abandoned 188 miles of line.

Several more abandonments followed in early 1931, and then, on June 29, Indiana Railroad assumed operation of 214 miles of THI&E properties, giving it a grand total mileage of 956, by far the largest in the country. By the end of 1931, however, IRR, abandoned 70 miles, and 205 more in 1932, in addition to discontinuing sleeper service between Indianapolis and Louisville. Other major abandonments in 1932 included Indianapolis to Connersville and Greensburg (107

miles), and Fort Wayne to Lima (65 miles).

Indiana Railroad was not thinking of quitting, however, as was shown by the placing in service, during 1931, of 35 deluxe, all-steel, high-speed coaches. These cars, of latest design and comfortably furnished, were assigned to limited service between Indianapolis and Louisville and Indianapolis and Fort Wayne. In 1935, 10 lightweight cars were purchased from Northern Indiana Railway, and, after some shifting around, were permanently assigned to Indianapolis-Fort Harrison and Muncie-New Castle runs. Railway Post Office service was inaugurated between Indianapolis and Peru and Fort Wayne and New Castle, using three former Indiana Service Corporation all-steel combination cars. Other changes were in converting all suitable steel cars except RPOs to one man operation in 1936, and a general revamping of power facilities.

After abandoning several other unprofitable lines and selling the local properties in the New Albany-Jeffersonville area, IRR again expanded by purchasing, for junk, the Dayton and Western Traction Company. Extensive rebuilding was undertaken in order to maintain limited service between Indianapolis and Dayton. However, in the 1937 recession, the IRR was brought to its knees, due mainly to labor troubles, when the line was hit by a six-week strike among its own employees, and the company never completely recovered from the blow. It was forced to abandon 150 miles of line, including the recently purchased Dayton and Western, and began to plan substitution of buses and trucks for the rail service. The first division to be so changed was the Indianapolis-Peru-Fort Wayne run, converted in September 1938.

Other companies around the state felt the pinch too. Several small abandonments took place during the early and mid-thirties. Then, immediately prior to World War II, most of the remaining lines gave up, including several routes of Gary Railways, and complete cessation of local service in Evansville, Vincennes, South Bend,

Mishawaka, Anderson and Terre Haute occurred. Many of the routes in Indianapolis had also been converted from street car to trackless trolley by 1940. Only the South Shore, with its heavy suburban traffic, managed to show a profit, but even it went into bankruptcy before reorganization in 1938.

The cruelest blow of all was delivered by the Public Utility Holding Company Act of 1935 which, among other things, required holding companies to restrict their operations to a single integrated system and to "reasonably incidental or economically necessary activities." As interpreted by the Securities Exchange Commission this required the separation of power and railway operations. Although fought off for several years, the Supreme Court upheld the act. The beginning of the end for IRR was in sight, since Midland United naturally preferred to retain its more lucrative power service. Implementing this plan of separation, IRR abandoned the line from Seymour to Louisville and prepared to convert most of the remainder of the system to bus and truck operations.

In the face of rising costs and another war in Europe, this conversion was inevitable, and January, 1940, saw the end of operation between Indianapolis and Terre Haute. Then, in January, 1941, IRR ceased rail operations by abandoning the Indianapolis-Muncie-Fort Wayne and Muncie-New Castle lines, and turned the Indianapolis-Seymour line back to the Public Service Company of Indiana, its lessor, for operation under the terms of a 999 year lease between Interstate and Indianapolis, Columbus and Southern Traction executed in 1912. However, a collision in September, 1941, damaged most of the line's rolling stock, causing cessation of service. PSC bought out of its contract for \$2,125,000, and the line was scrapped just a few weeks before the outbreak of World War II. Ironical—another few months of operation and this line, the first into Indianapolis and the last one out, might be in operation yet.



Interstate Public Service sleeper "Indianapolis," in the coach yard at the Indianapolis Terminal, 1932.

Credit: Edgar Pattison.



Fort Wayne and Decatur car 101 at Fort Wayne in 1928.

Credit: Malcolm McCarter.



Indianapolis and Southeastern Railroad put ten of these thirty-eight passenger interurbans in service in 1928.

Credit: Glenn Niceley.



No. 1001, one of the Chicago, South Shore and South Bend Railroad's 80 ton locomotives, about 1929.

Credit: Glenn Niceley.



One of the results of the reorganization of the Indianapolis Street Railway was this series of new cars. Indianapolis Railways No. 111, 1932.

Credit: Roy Hirschburg.



Special car 55, fitted out as an all-lounge car, Indiana Railroad, 1936.

Credit: Robert M. Stacy.



Funeral pyre: cars of the '400' series of Indiana Railroad being burned before scrapping at Anderson, 1940.

Credit: Jerry Marlette



One of the world's largest electric locomotives, Chicago South Shore and South Bend's 273 ton No. 801.

Credit: Chicago South Shore and South Bend Railroad.

THE END OF THE LINE—WORLD WAR II TO ?

When Indiana Railroad abandoned its main lines, the interurban in Indiana, for all practical purposes, was finished. True, the South Shore was still very much alive, but it had by that time come to be considered by most people, including railfans, as a heavy electric railroad, long out of the interurban class. The only strictly interurban rails left were the IRR spur connecting the Binkley mine and the Milwaukee Road east of Terre Haute, Indiana Service's Fort Wayne to Garrett line, and a short stretch operated by Southern Indiana Railway between Speed and Watson Junction—all "freight only"—and the Evansville and Ohio Valley's Evansville to Grandview passenger and freight service.

City lines were similarly few and far between. Major service continued in Indianapolis and Fort Wayne, Gary had a couple of runs left, and Marion was still served by Birneys. Plans had been made to convert all of these lines, but the Office of Defense Transportation ordered them continued due to the rubber shortage in the early years of World War II.

With the U. S. Government on their side, the lines continued to operate through the war, with the exception of the IRR Binkley spur, which was abandoned in 1942. ISC ceased operations between Fort Wayne and Garrett in May, 1945, and when Evansville and Ohio Valley converted to buses and trucks on December 31, 1946, the last true interurban operation in the state came to a halt.

The year 1947 saw the abandonment of most of the remaining mileage, when local service halted in Fort Wayne, Gary, and Marion, the latter two being replaced by buses and Fort Wayne by buses and trackless trolleys. Indianapolis Railways, the only remaining city operation, was converting to bus and/or trackless trolley, and, on January 9, 1953, the last city railway service in Indiana, the College Avenue line (the old Indianapolis and Broad Ripple Rapid Transit), rolled its final cars. Thus, with the exception of

the South Shore and a few industrial lines, the electric railroad had bidden goodbye to Indiana.

The question has often been raised, what ever happened to the old cars? In most cases, they were scrapped, although even today many of them may be seen scattered over Indiana and other central states being used in various ways as homes, roadside diners, etc. Two of the Indiana Railroad's cars saw further service on roads far from home—No. 55 went to Lehigh Valley Transit, in Pennsylvania, and No. 65 went to Cedar Rapids and Iowa City, in Iowa. Since abandonment of passenger service by those two lines, the cars have been fortunate enough to find homes in electric railway museums. The South Shore bought the three RPO cars and is using two of them as express trailers and one in maintenance of way service, one trailer went to the Ferdinand Railroad in southern Indiana, while a number of freight motors were bought by American Aggregates Corporation and converted to diesel power for use in AA's various gravel pits.

The future? It seems almost laughable to consider a future for an industry which had such a meteoric rise and decline in the short space of a half century. If, however, we want to include the South Shore, there is a very definite future. This line, which has shown a profit in all but a very few years of its existence, has not the slightest intention of quitting. On the contrary, it feels that it is just hitting its stride. Being the only railroad serving the Indiana Dunes resort area, carrying heavy commuter traffic between Chicago and Gary, and being the most direct connection between Chicago and South Bend, its passenger business seems assured. It also has excellent freight service, and offers interchange with all roads in the Chicago area. It is probable that this road has as many, if not more, possibilities for continued growth as any railroad in the country. Certainly, all railfans wish it continued success.

ROLLING STOCK

"Variety is the spice of life," says the old quote, and if this be true, Indiana's electric railways must have been among the best flavored in the entire country. Not only did the various roads differ from each other in their passenger car types and designs, but most of the roads had cars of a number of models and builders listed among their own rolling stock.

Almost any and all models conceivable could be found at one time or another in one or more parts of the state: city, suburban, or interurban; single or double truck; open or closed; wood, semi-steel, or all-steel; long (64 foot) or short (21 foot); front, center, or rear entrance; and any one of several dozen body styles. The list of builders of this varied collection read like a roster of the industry: American Car and Foundry, Brill, Cincinnati, Danville, Hicks, Jewett, Kuhlman, McGuire-Cummings, Niles, and St. Louis, among others.

The smaller cities usually used the single truck, while the larger ones used double truck, with a few old singles thrown into service when traffic was exceptionally heavy. In the first years of operation, many open cars were in use, but, as traffic on the city streets became heavier and speeds were increased, closed cars came into general use. Of course, the prime factor behind this change was that it became increasingly impractical to tie up large amounts of operating capital in equipment usable, at most, six months out of the year. Trailers, while popular in many locales, never seemed to appeal to Indiana managements, the only operation of this kind being that of the New Albany and Louisville.

Interurban cars were generally of two types, the small local or short run cars and the big limiteds, used on the longer and through runs. Most of the cars were combination passenger and baggage-express, although many were all-passenger, split into regular and smoking compartments. Some had small buffets for the serving of light refreshments enroute. A number of special cars, such as all-lounge, parlor-dining, and sleeper, were the pride of several roads and the Indiana Railroad operated Railway Post Office cars on two routes. Trailers were operated by most of the larger roads. Very few private cars were used, although the Union Traction's "Martha" was one of the finest of its kind in the country.

Passenger schedules varied widely between various roads, the frequency depending upon the population of the area served and the community

of interest between cities along the lines. Probably the most general scheduling featured hourly or two-hourly local service between 5 a. m. and 10 or 11 p. m., with possibly four limited train daily between terminals. Service ranged from half-hourly on heavily traveled lines like the South Shore to as few as four trains per day on the Bluffton, Geneva and Celina.

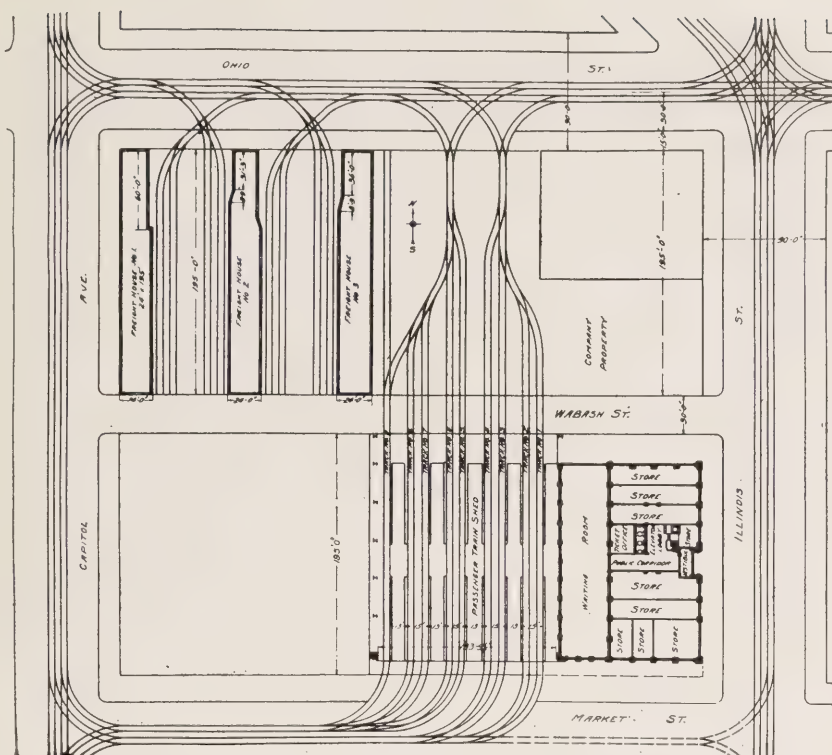
Freight equipment was also of great variety, being built to a number of different designs by Baldwin-Westinghouse, Cincinnati, General Electric, Haskell and Barker, Hicks, Interstate, Jewett, McGuire-Cummings, Niles, Russell, and Stephenson, to name only a few, plus many rebuilt from old passenger equipment by the various company shops.

Motive power was usually of two types, box motors and steeple cabs, although in later years several roads, notably South Shore, Interstate and Indiana Railroad, put heavy locomotives in regular service. The South Shore in particular operated a number of these, and now operates three of the largest single-unit electric locomotives in the world.

Freight car types duplicated most of the regular ones in use by steam railroads. The most numerous were box, flat, and stock, with several of the larger roads possessing a number of gondola, coal, and other types. Also, a number of express trailers were in regular service by the through lines.

Freight service ran the gamut in both frequency and train lengths. The big roads (Indiana Railroad, Interstate, Union Traction, South Shore) ran scheduled hot-shots as well as way and local switching service, while the smaller lines ran express and some L-C-L service in baggage compartments of regular passenger trains or, in several instances, attached a box car to a passenger motor. Probably the most unusual service was offered by the Cincinnati, Lawrenceburg and Aurora, which, due to broad gage trackage in Cincinnati, was unable to operate into the heart of that city. The road built a gantry crane at Anderson's Ferry, west of Cincinnati, and off-loaded container freight from its line onto trucks for hauling to the downtown freight terminal. Train lengths ran from one car on many roads to 70 or more on the South Shore.

Service equipment, most of it built in the shops of the individual roads, included snow plows, sweepers, line cars, weed burners, discers, shovels, welding cars, hoists, and dump cars. Many of these, particularly line and general-work motors, were rebuilt from obsolete passenger motors.



Plan View

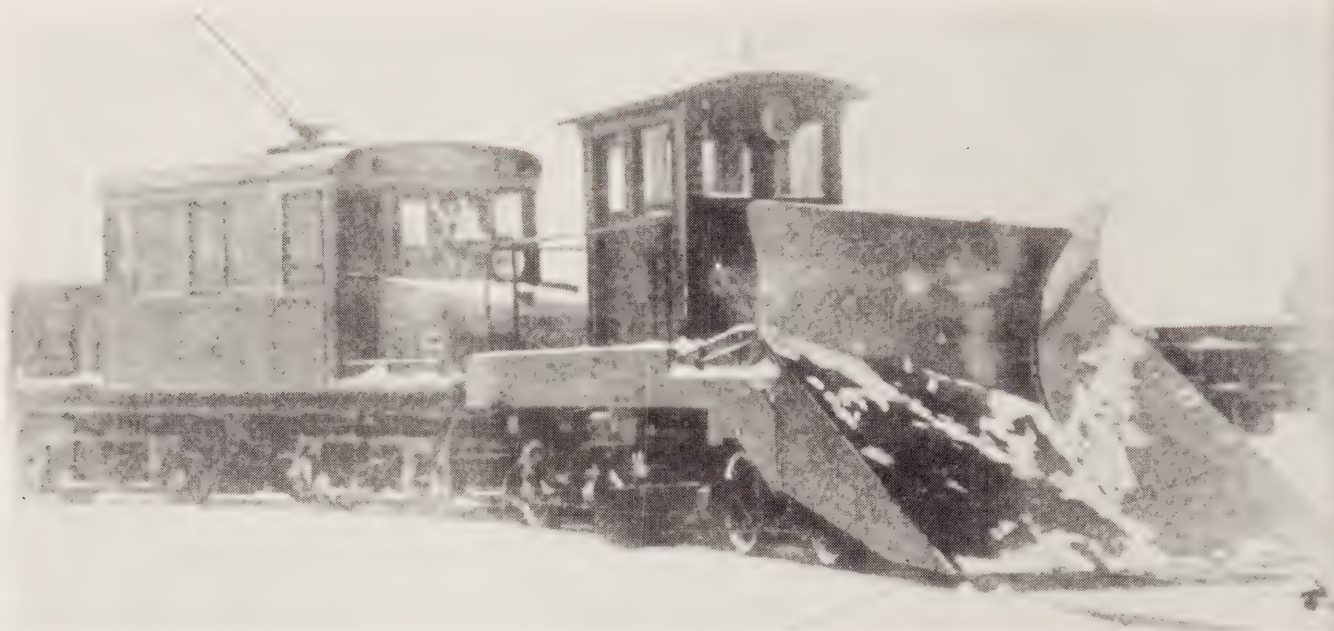
Plan view of Indianapolis Traction Terminal, 1905.

Credit: Jerry Marlette.



Indiana Union Traction car 265 on the Anderson-Wabash run, at Marion in 1908.

Credit: George Yater.



Indiana Railways and Light snow plow, 1920.

Credit: McGraw-Hill Publishing Company.



Container freight train of the Cincinnati, Lawrenceburg and Aurora, 1921.

Credit: McGraw-Hill Publishing Company.

RIGHT-OF-WAY AND STRUCTURES

The rights-of-way of the various electric railways in the Hoosier state varied almost as much as did the conglomeration of passenger and freight cars in use. Not only were they built with all types and weights of rail, they wandered all over the landscape and were powered by all kinds of power systems and overheads.

Naturally, the basic feature of any rail system was the rail. When electric railways were first put into service, the cars in use were usually mule cars mounted on power trucks, or slightly enlarged models of the old mule cars. As the cars grew larger and traffic heavier, it became necessary to increase the rail weights accordingly. Thus, rail weights increased from the 20 or 30 pounds per yard in the early days to 90 and 100 pounds in the later days of the interurban, with the heaviest in the state, 112 pounds, on the South Shore. Reported weights number 21, with the majority of city lines using 60 and 70, interurbans 70 and 90. These weights came in a number of rail types, including "T," Johnson girder, groove, and tram, with the T in almost universal service on interurban lines and the groove being most popular in city service over paved streets, although there was quite a bit of rail in the larger cities. All gage was standard except the five-foot track across the Kentucky and Indiana bridge at New Albany and four-foot at Logansport in the early nineties.

Ballast, especially in the early days of the interurban, was crushed rock, and a mighty pretty sight was a straight, white-trimmed right-of-way stretching into the distance. However, as business declined, the cost of maintaining this type of roadbed became prohibitive, and first gravel and then cinders from the power plants were used. Toward the end of the interurban era the costs grew so high that it was often hard to locate even the rail, although in some places the slick green mat between the rails was as attractive in its way as the white rock bed had been many years before.

Locating an electric railway was a simple matter: if in town, head down the main street; if in the country, follow a steam railroad. The great majority of the lines did just that, although there were a few scattered exceptions. City lines in particular picked the straightest and easiest courses, down the centers of the main streets. This made for high revenues and good utilization

of cars, but contributed to their downfall in later years when the private auto took over the streets and traffic congestion became a factor. Of course, that wasn't the only reason, but it played a big part.

As mentioned above, the usual city line ran down the main street, its rails set in the mud or dust of the early days and in brick, cobblestones, or concrete as the years passed. Single track, with an occasional passing siding, was the rule in the smaller cities, while the larger ones were mostly double track, with a few single track lines in the more sparsely populated areas. In a few locations, such as Indianapolis, city cars ran on their own private rights-of-way for short stretches. Cars were turned at the ends of the lines by wyes, or, in heavy traffic areas, by loops.

Interurban lines usually built their roadbeds immediately parallel to steam roads, for two principal reasons: the land was cheaper and direct routing was possible between terminal cities. In the few cases where the two did not parallel each other, it was almost always due to the fact that the interurban was not able to secure the desired right-of-way and had to strike out across country until it was possible to swing back to its parallel position again. Of course, there were exceptions to this, as evidenced by the THI&E west of Greencastle, where a number of cuts through hard rock were made on a direct cross-country route, and in a number of other short stretches throughout the state. Again, there was a very popular variation of the railroad-paralleling idea, wherein the interurban built alongside a highway, as on the Interstate between Indianapolis and Greenwood.

Crossing steam railroads at grade created many headaches for interurban planners. As has been mentioned before, it took court decisions in many cases to get them built in the first place, and then, according to Indiana law, the road building the crossing had to pay all costs of the installation. On heavily traveled crossings, interlockers were required, and a number of these were to be found, most of them in the northern part of the state. If possible, however, the interurbans built over or underpasses, which often required some weird maneuvering in order to get past the crossing steam road, such as at New Castle on the Union Traction: over the Nickel

Plate on a concrete viaduct, a long swing away, then over the Big Four on a deck girder and onto a street leading into the city. Highways, on the other hand, were not much of a problem. The standard wooden "Stop, Look, and Listen" usually sufficed, although a number of electric flashers and a few crossing gates were in use.

Block signaling, while not unheard of, was seldom used, principally due to the cost of the installations and maintenance. Interstate, Indiana Railroad, and South Shore made fairly extensive use of its safety features, especially in heavily traveled sections and on curves and other dangerous locations. Systems were about equally divided between semaphores and color lights, although when replacements were made the color light system was usually installed.

Interurban bridges included practically every type of bridge architecture ever used (with the possible exception of covered), what with wood, stone, steel, and other materials built into trestles, viaducts, etc. Probably the most popular were the deck girder on concrete abutments and piers, the Pratt truss, and the wood trestle. An outstanding example of the concrete viaduct was Union Traction's over the Nickel Plate at New Castle.

Early city bridges were a problem to the railway companies, as was evidenced by the collapse on January 16, 1901, of the West Washington Street bridge over White River in Indianapolis under the weight of a work car and trailer (a passenger car had just passed over safely). The bridge was removed, and all other Indianapolis bridges used by the railways thoroughly tested. Three others were found to be weak, and police were assigned to each bridge to insure that not more than one empty car at a time used them, with the passengers unloading, walking across, and reboarding on the opposite side. Eventually, all the bridges were rebuilt, although the Washington Street bridge was washed out again during the 1913 flood.

Probably the only subject on which the majority of the lines were in agreement was that of power. While there was considerable experimentation during the first years of operation, many of the experiments quickly proved impractical, and gradually two systems came into common usage: the single-phase, 25-cycle alternating current (3300 or 6600 volt) and the direct current (600, 1200, or 1500 volt). Among the former

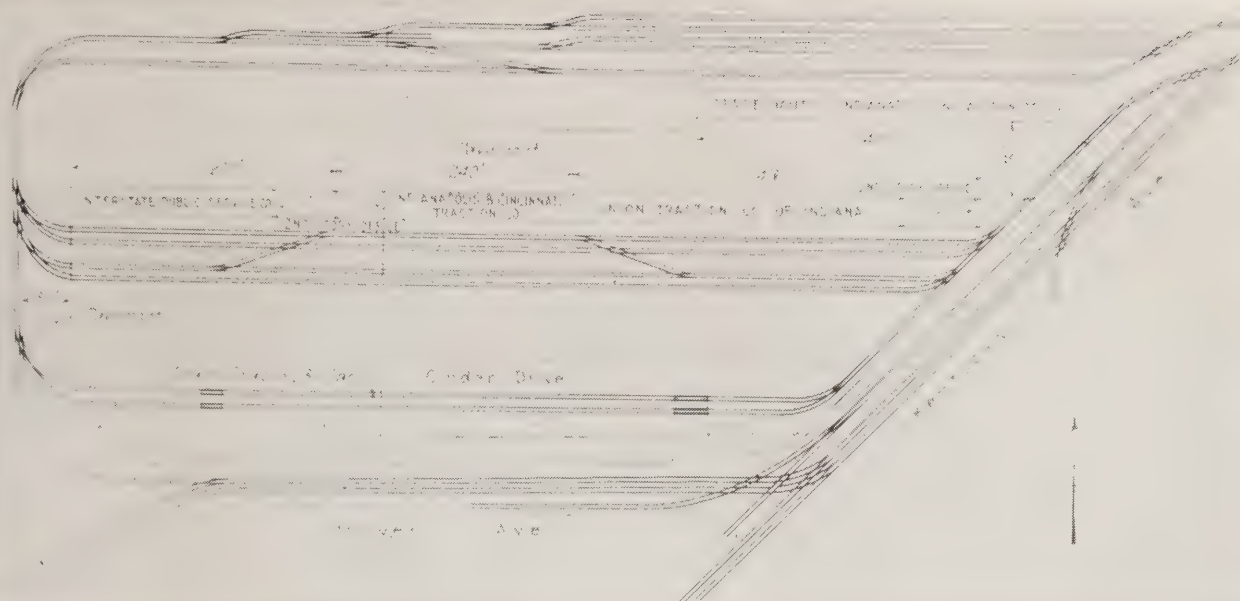
were Indianapolis and Cincinnati and Union Traction (3300 volt) and the South Shore (6600 volt), while the most prominent of the direct current lines was Indianapolis and Louisville (1200 volt). In later years, modifications of these were put into service, including the South Shore's conversion to 1500 volt direct current and the Indiana Railroad's adoption of 60-cycle, purchased power. Substations, by the way, were originally equipped with storage batteries, but, when these proved to be practically worthless, rotary converters of various capacities were installed.

It is interesting to note, in passing, the number of various power systems promoted during the first years of the industry. Among them were the Sprague, Westinghouse, Rae, Detroit, Van Depoele, Short, Edison, Bentley-Knight, and Thomson-Houston systems. Competition was strong until 1891, when General Electric Company was formed, consolidating the interests and patents of Sprague, Thomson-Houston, Bentley-Knight, and Van Depoele. Between 1896 and 1899, GE and Westinghouse executed several agreements and licenses for joint use of various patents and processes, and from then on almost all systems were manufactured by one of the two companies.

Overhead used varied not only with different lines but with different locations along the same line. In city service, span wire, single and double was generally used, although on the first line center poles with double bracket arms were often found. This practice soon gave way to overhead span as street traffic increased and cars were widened to handle increased loads. On interurban lines the single bracket arm pole was most common, with span wire on curves and multi-tracked sections. An interesting practice was that followed on many sidings, which used single bracket arm on the siding and span on the main line, although span on both tracks and double bracket arms were in wide usage. Catenary never became popular in Indiana, probably due to the high initial cost, being seen mainly on the South Shore, where it is still in use, and during the early days of the Indianapolis and Cincinnati Toledo & Chicago, and Dayton and Western lines.

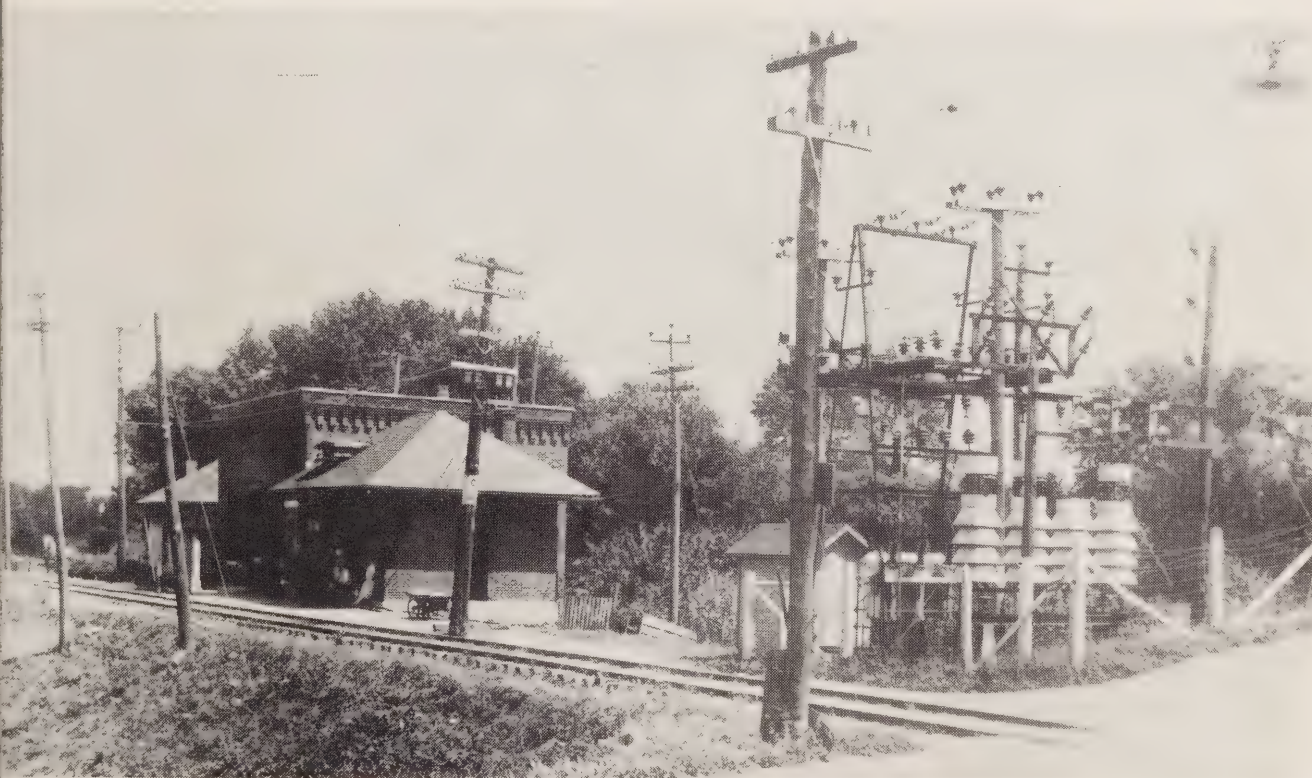
The subject of structures along Indiana electric lines is an interesting one. Generally speaking, they may be divided into four classes: passenger, freight, service, and power.

Passenger stations came in all sizes, shapes



Plan of the new 100 car Indianapolis interurban freight terminal, 1924.

Credit: McGraw-Hill Publishing Company.



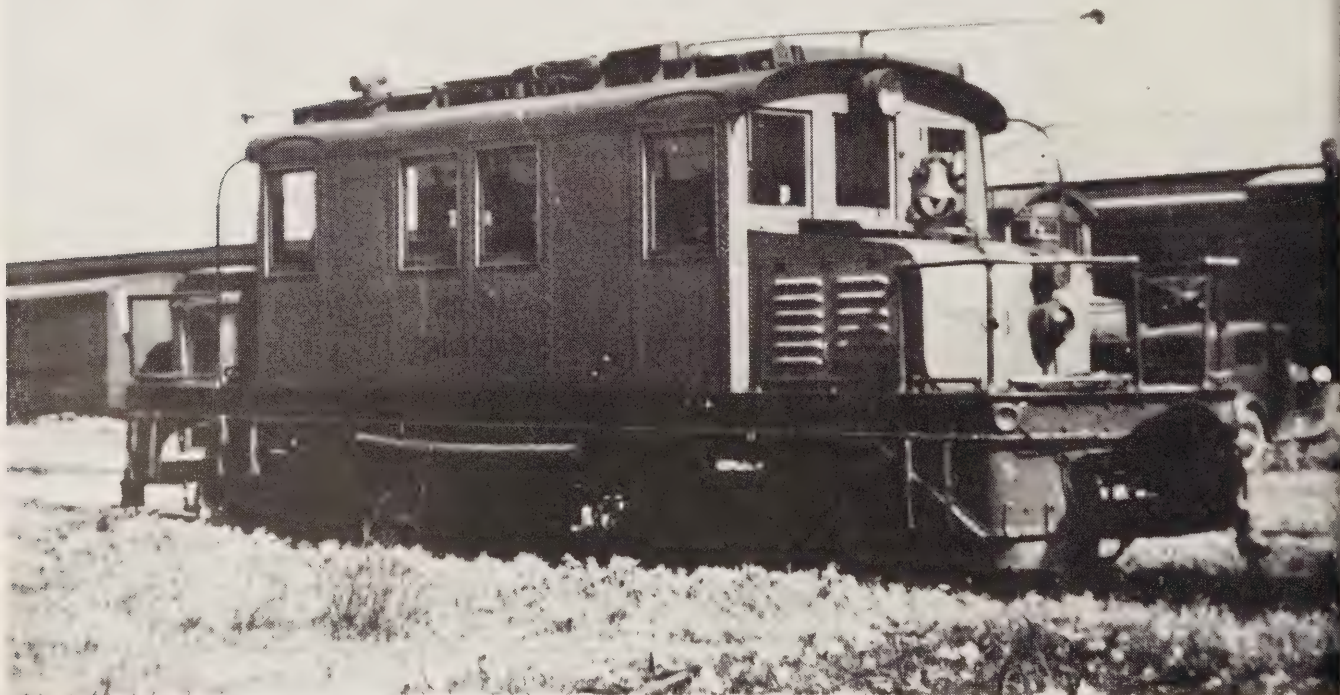
Passenger and freight station (left) and power substation at Largo, Indiana
Service Corporation, 1928.

Credit: Glenn Niceley.



Indiana Railroad offered Railway Post Office service between Fort Wayne and New Castle in cars 375 (shown here at the Indianapolis Traction Terminal in 1936), 376, and 377.

Credit: Bass Photo, Indianapolis.



Locomotive 753, Indiana Railroad, in the Indianapolis freight yards, 1939.

Credit: Jerry Marlette.

and types of construction. Designed to meet local traffic requirements, they ranged from the four by five foot three-quarter enclosed shelters found in the country up through the small frame combination stations in the county seats and the brick combinations in the small cities to the giant Indianapolis Traction Terminal. This terminal, a nine track train shed, attached nine story office building (most of the central Indiana company offices were located in it), and three shed freight depot, was the largest of its type in the country. The passenger section of this terminal included the first interurban joint ticket office in the country, restaurant, barber shop, news and gift stand, parcel check room and lockers, and rest rooms, in addition to a large waiting room. The smaller stations, however, with a few exceptions, were limited to waiting room, ticket counter, and rest rooms.

Freight stations also ran the length of the scale in size, from a small L-C-L room in a combination station to the fully equipped terminals in the larger cities. The Indianapolis Terminal, for instance, moved from the Traction Terminal in 1923, had a capacity of over 100 cars and loaded from two sheds, one 928 feet long and the other 101. In sharp contrast to these ample facilities were the short, two or three car stub tracks at the small combination station.

The size of service facilities was closely related to the size of the road using them. In the case of several of the shorter ones, the shops were simply car barns capable of holding two to six cars, with a small machine shop adjoining a pit track.

Some of the smallest had only a storage yard with a small enclosed shop for light maintenance, farming out all heavy repairs to a larger road or car manufacturer. On the other hand, Indiana Railroad, Interstate, South Shore, UT, and THI&E had shops capable of completely overhauling any piece of rolling stock on the roster, or of building new ones, for that matter. These shops were entirely departmented, including motor overhaul, wood and metalworking, paint shop, and upholstering sections. THI&E carried the idea even further by spotting various types of work in different shops throughout the system, although most of these smaller shops were minor inspection maintenance points. The city railways had their big shops, too, with Indianapolis Railways opening what was probably the finest in the country in the late thirties.

Power stations were usually small, single-story, brick structures, although many were of frame or concrete block. Because of excessive voltage drop in the early days, they were placed at frequent intervals, often combined into one building with passenger and/or freight stations and interlocking towers. As transmission systems were improved, however, many were abandoned, and the remainder converted to other uses. Indiana Railroad, for instance, used them only to feed purchased 60-cycle power into the overhead wire. Substations were smaller versions of these power stations, and were often portable, being mounted in specially converted cars in order that they could be shifted to meet varying demands of traffic.

CHRONOLOGY

1882

?—First attempt at electrification in Indiana at South Bend. Unsuccessful.

1885

November 15—South Bend Railway attempted electric operation—partially successful.

1888

August 30—Lafayette Street Railway became the first successful electric operation in Indiana.

1889

?—South Bend and Mishawaka Railway successfully opened electric service in South Bend.

August 21—First interurban line incorporated: Marion Electric Street Railway.

September 6—Richmond City Electric Street Railway electrified (former horse line).

1890

June 18—First electric operation in Indianapolis.

?—South Bend and Mishawaka Railway opened South Bend to Mishawaka.

1891

June 20—Charles L. Henry, "Father of Interurbans," entered the Indiana scene, buying the Anderson mule line. Mr. Henry named the transportation medium 'interurban' after seeing an 'Intramural' railway at the Chicago World's Fair in 1893.

September 8—Vincennes Citizens Street Railway opened electric service in Vincennes.

October 1—First electric service in Logansport.

December—Kokomo City Street Railway opened local service in Kokomo.

?—Electrification of Fort Wayne Street Railway begun.

?—Elkhart Electric and Railway electrified Elkhart local lines.

1892

January 6—First electric service in Terre Haute.

March 14—Anderson Electric Street Railway completed electrification of mule lines.

May 17—New Albany Highland opened New Albany to Silver Hills. Opinions differ as to whether this was the state's first interurban line.

September 15—First electric service in Evansville.

November—Fort Wayne Electric Railway completed electrification of local horse lines.

November (?)—Lakeside Street Railway opened one mile line in Fort Wayne.

1893

May 15—Hammond, Whiting and East Chicago opened Hammond to East Chicago.

July 16—Brazil Rapid Transit opened Cottage Hill to Harmony. This line is also considered to be the first interurban in Indiana.

August 1—Marion Electric Street Railway opened Marion to Jonesboro. This line has generally been mentioned as the first true interurban, since it connected two cities. Opinion?

August 19—Another contender (and one of the very first interstate operations in the country): Kentucky and Indiana Bridge electrified its steam rail-

road bridge for passenger service between New Albany and Louisville (Kentucky).

September 1—Citizens Street Railway (Muncie) opened local service in Muncie.

November 6—Elwood Electric Street Railway opened local service in Elwood.

?—John S. Crump Street Railway and Lighting Plant electrified horse line in Columbus.

1894

March 12—Hammond, Whiting and East Chicago opened Whiting to Illinois state line connection with Chicago city lines.

May 15—Indiana Electric Railway opened service in Elkhart.

July 1—Marion City Railway opened Jonesboro to Summitville.

September 10—Indianapolis and Broad Ripple Rapid Transit opened Indianapolis to Broad Ripple.

?—Electrification of Indianapolis city lines completed

?—Electrification of Evansville city lines completed

?—New Albany Railway electrified.

1895

June 18—Hammond, Whiting and East Chicago opened Hammond to Whiting.

1896

June 10—Hammond, Whiting and East Chicago opened service to 63d and Madison in Chicago.

July 4—Indiana Electric Railway opened local service in Goshen.

July 11—Electrification of Washington Street Railway completed.

?—Logansport Railway Company electrified.

1897

June—Strike by Indiana Interurban Railway workers five miles south of Fairmount, due to company's being unable to pay three weeks' back wages.

December 23—Union Traction opened Anderson to Alexandria.

?—Madison Light and Railway electrified.

1898

April 12—Union Traction opened Alexandria to Summitville.

December 12—South Bend and Elkhart Railway opened Mishawaka to Elkhart.

December 21—Indiana Railway opened Elkhart to Goshen.

1899

June 26—Elwood and Alexandria opened Alexandria to Elwood.

June 27—Union Traction Company of Indiana (number 1) formed.

August 1—Indiana Railway opened Elkhart to Goshen.

1900

January 1—First interurban car into Indianapolis operated by Indianapolis, Greenwood and Franklin. Large car required passengers to shift to one side of car and removal of belt rails in order to squeeze by center bracket poles, and the car had to jump the Belt Railroad rails due to the as yet uninstalled crossing. Regular service between Indianapolis and Greenwood was opened January 10.



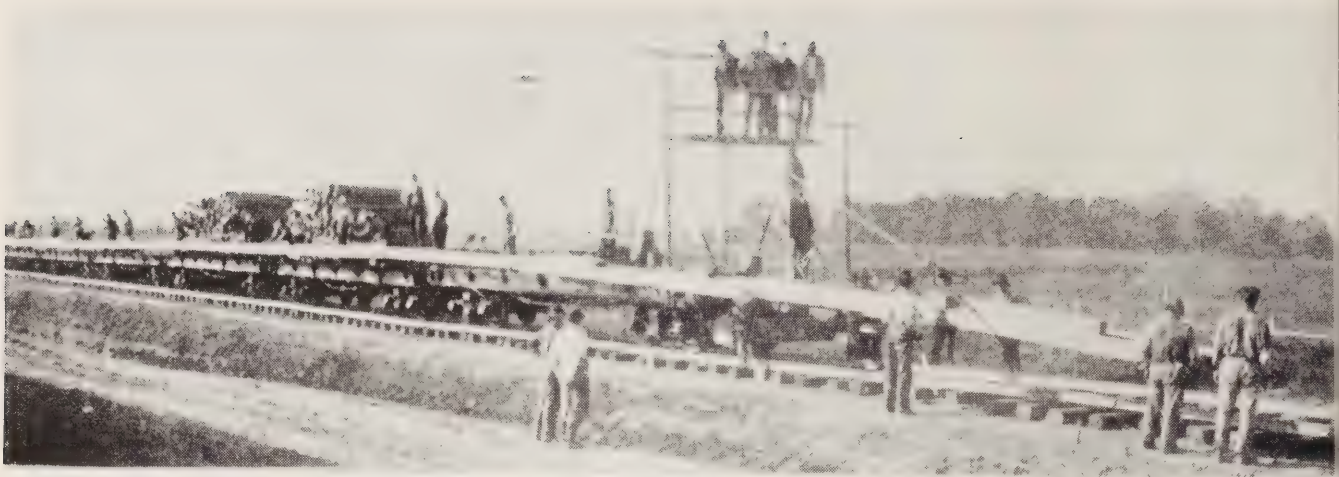
The Holland Palace Sleeping Car, built at Indianapolis in 1904. Tried on several Indiana and Ohio roads, but never saw general service.

Credit: William Watt.



A typical Indianapolis Traction Terminal scene, 1905.

Credit: J. Stanley Petri.



Track laying on the Fort Wayne and Wabash Valley, 1905.

Credit; McGraw-Hill Publishing Company



Indiana Railway Company car 16, South Bend, 1906.

Credit: Ed Jarozewski.

February 18—Marion Transit Railway opened local service in Marion.

March 26—Union Traction (No. 1) refused permission to cross Belt line at Anderson by Pennsylvania. To complete the delay, the Pennsylvania built a switch across the street to be used by UT, put cars on the switch, and tore out the switch point. It took three months for the UT to settle the matter in the courts and build its crossing.

April 10—Cincinnati, Lawrenceburg and Aurora opened Cincinnati to Valley Junction.

May 27—Cincinnati, Lawrenceburg and Aurora opened Valley Junction to Aurora.

June 19—Indianapolis and Greenfield opened Indianapolis to Greenfield.

September 2—Terre Haute Electric Company opened Terre Haute to Brazil.

1901

? ?—Jeffersonville City and Suburban electrified Jeffersonville city lines.

January 4—Union Traction (No. 1) opened Anderson to Indianapolis.

June 1—Indianapolis, Greenwood and Franklin opened Greenwood to Franklin.

July 3—Union Traction (No. 1) opened Muncie to Anderson.

August 3—Wabash River Traction opened Wabash to Peru, and local service in Wabash and Peru.

1902

January 17—Richmond Street and Interurban opened Richmond to Centerville.

March 30—Fort Wayne and Southwestern opened Fort Wayne to Huntington.

May 12—Indianapolis and Eastern opened Greenfield to Charlottesville.

July 20—Indianapolis and Eastern opened Charlottesville to Knightstown.

August 3—Indianapolis and Eastern broke Knightstown smallpox quarantine despite arrests and track blocks.

August 10—Fort Wayne and Southwestern opened Huntington to Wabash.

August 11—Indianapolis and Martinsville opened Indianapolis to Mooresville.

September 10—Indianapolis, Shelbyville and Southeastern opened Indianapolis to Shelbyville.

September 19—Indianapolis, Greenwood and Franklin opened Franklin to Columbus.

November 29—Indianapolis and Plainfield opened Indianapolis to Plainfield.

December—Union Traction (No. 1) and Lake Erie and Western became involved in dispute over crossing rights three miles west of Elwood.

December 10—Terre Haute Electric Company opened Terre Haute to West Terre Haute.

1903

January 24—Muncie, Hartford and Fort Wayne opened Muncie to Hartford City.

February 2—Chicago and South Shore opened LaPorte to Michigan City.

February 10—Union Traction (No. 1) opened Elwood to Tipton (one car had made the run on December 31, 1902 to retain the franchise).

April 21—Indianapolis and Martinsville opened Mooresville to Martinsville.

May 1—Winona and Warsaw opened Warsaw to Winona Lake.

May 10—Muncie, Hartford and Fort Wayne opened Hartford City to Montpelier.

May 15—Jeffersonville City and Suburban opened Jeffersonville to New Albany.

May 30—Indianapolis and Northwestern crews engaged in street fights in Crawfordsville.

June 10—Richmond Street and Interurban opened Centerville to Dublin.

July 19—Dayton and Western opened Dayton to Richmond.

August 1—Richmond Street and Interurban opened Cambridge City to Milton.

August 8—Indianapolis and Eastern opened Dunreith to Spiceland.

September—Chicago and Indiana Air Line opened East Chicago to Indiana Harbor.

September—Indiana Northern laid track through cemetery at Fox Station south of Wabash at night to avoid injunction.

September 1—French Lick and West Baden opened French Lick to West Baden.

September 9—Indiana Union Traction car lost brakes approaching Alexandria station, roared through town at 40 miles per hour, finally stopped after hitting the station and burying two persons in the wreckage.

September 11—Indianapolis and Eastern opened Spiceland to New Castle.

September 15—First interurban sleeper in the country made trial run between Indianapolis and Columbus (Ohio), operated by Holland Palace Car Co.

October 6—Indianapolis and Northwestern opened Indianapolis to Lafayette.

October 10—Indianapolis and Northwestern opened Lebanon to Crawfordsville.

October 20—Kokomo, Marion and Western opened Kokomo to Greentown.

December 1—Muncie, Hartford and Fort Wayne opened Montpelier to Bluffton.

December 6—Indiana Union opened Indianapolis to Kokomo.

December 13—Evansville and Princeton opened Evansville to Princeton.

1904

January 5—Indianapolis City Attorney ruled that interurbans must carry freight.

July 28—Indiana Union opened Kokomo to Logansport.

July 30—Indiana Union opened Kokomo to Peru.

September 12—Indianapolis Traction Terminal opened.

October 1—Dayton and Muncie opened Muncie to Greenville (Ohio).

December 22—Indiana Northern opened Marion to Wabash.

1905

January 12—Indiana Electric Railway Association organized at Indianapolis.

January 14—Indianapolis and Eastern began operating parlor-buffet service between Indianapolis and Dayton in conjunction with Dayton and Western.

January 21—Indianapolis and Cincinnati (No. 1) opened Rushville to Morristown.
 February 20—Indianapolis and Cincinnati (No. 1) opened Indianapolis to Rushville through service.
 April 15—Angola Railway and Power opened Angola to Lake James (summer only).
 May—Indiana Union opened local service in Alexandria.
 May 4—Evansville, Suburban and Newburgh electrified Evansville to Newburgh for passenger service (freight remained steam).
 June—Indianapolis Terminal average daily traffic: 173 regular, 10 extra trains.
 July—Indianapolis and Eastern inaugurated through freight service from Indianapolis to Dayton (with Dayton and Western).
 July 1—Indianapolis Joint Ticket Office opened, the first such interurban ticket office in the country.
 July 4—Lebanon and Thorntown opened Lebanon to Thorntown.
 August 1—Indiana Union opened Anderson to Middletown.
 September 1—Indianapolis and Western opened Indianapolis to Danville.
 September 1—Kokomo, Marion and Western opened Marion to Greentown.
 September 13—Louisville and Southern Indiana opened Louisville to Jeffersonville via the electrified Big 4 bridge over the Ohio River.

1906

January 25—Central Electric Railway Association organized at Dayton (merger of Indiana and Ohio associations).
 March 22—Central Electric Railway Association held first meeting, at the Claypool Hotel in Indianapolis.
 April 8—Indiana Union car struck by lightning while at high speed. Front end caught fire and the feed wires leading to the battery were burned away, but no one was injured.
 June 19—Evansville and Mount Vernon opened Evansville to Mount Vernon.
 June 21—Terre Haute Traction and Light opened Terre Haute to Sullivan.
 June 22—Winona Interurban opened Warsaw to Goshen.
 July 1—Muncie and Portland opened Muncie to Portland.
 July 3—Evansville, Suburban and Newburgh opened Newburgh to Boonville, using electricity for passenger service, steam for freight.
 July 25—Louisville and Northern opened Jeffersonville to Charlestown.
 October 12—Chicago-New York Electric Airline Railroad incorporated, promising 742 miles in ten hours for \$10.
 October 28—Indianapolis and Cincinnati (No. 1) opened Rushville to Connersville.
 December 15—Marion, Bluffton and Eastern opened Marion to Bluffton.

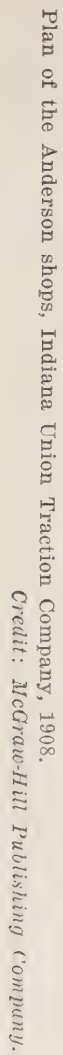
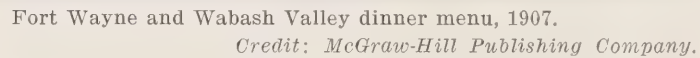
1907

January 30—Indianapolis and Cincinnati (No. 1) opened Shelbyville to Greensburg.
 February 2—Fort Wayne and Springfield opened Fort Wayne to Decatur.

April 22—Evansville and Eastern opened Evansville to Newburgh, Newburgh to Rockport.
 May 8—Winona Interurban opened Peru to Chili.
 May 28—Indianapolis, Columbus and Southern won court case against Pennsylvania Railroad, requiring the steam road to allow it to cross at grade on Madison Avenue in Columbus (this street had been opened by Columbus for the interurban line).
 June 15—Goshen, South Bend and Chicago opened LaPorte to South LaPorte.
 July 1—Lafayette and Logansport opened Logansport to Lafayette.
 July 4—Terre Haute, Indianapolis and Eastern opened Plainfield to Greencastle.
 July 7—Indianapolis, Crawfordsville and Western opened Indianapolis to Crawfordsville.
 July 12—Louisville and Northern opened Watson Junction to Sellersburg.
 September 18—Toledo and Chicago opened Fort Wayne to Garrett, Garrett to Kendallville, and Garrett to Waterloo.
 September 28—Indianapolis, Columbus and Southern opened Columbus to Seymour.
 October 1—Evansville and Eastern opened Richland Junction to Richland.
 October 1—Lafayette and Logansport opened through service between Lafayette and Fort Wayne (with Fort Wayne and Wabash Valley).
 October 17—Indianapolis and Louisville opened Seymour to Sellersburg.
 October 25—Terre Haute, Indianapolis and Eastern opened Terre Haute to Paris (Illinois).

1908

January 7—Winona Interurban opened Chili to Akron.
 January 22—Terre Haute, Indianapolis and Eastern opened Greencastle to Brazil.
 March 1—Louisville and Northern opened New Albany to Louisville via the Kentucky and Indiana bridge.
 May 1—Fort Wayne, Bluffton and Marion completed Fort Wayne to Bluffton, and leased line to Fort Wayne and Wabash Valley for operation.
 May 20—Gary and Interurban opened local service in Gary.
 May 22—Indianapolis and Louisville opened freight service between Indianapolis and Louisville.
 June 1—Terre Haute, Indianapolis and Eastern opened local service in New Castle.
 June 29—Chicago, Lake Shore and South Bend opened South Bend to Michigan City.
 August 1—Chicago, Lake Shore and South Bend opened Gary to Hammond, and Tolleston branch in Gary.
 August 10—Chicago, Lake Shore and South Bend opened Gary to Michigan City.
 August 26—Chicago, South Bend and Northern Indiana opened South Bend to LaPorte.
 September 15—Indianapolis and Louisville inaugurated Hoosier and Dixie Flyers between Indianapolis and Louisville (with Indianapolis, Columbus and Southern and Louisville and Northern).
 December 1—Evansville Terminal opened Evansville to Newburgh.





Purdue University Test Car, on the Campus at West Lafayette, June 1910.

Credit: Eugene Van Dusen and Harry Zillmer.

EXCURSION

TO

INDIANAPOLIS

VIA





INDIANA UNION TRAMWAY CO.



INDIANA UNION TRAMWAY CO.

EVERY SUNDAY UNTIL
FURTHER NOTICE

CONVENIENT, COMFORTABLE, CLEAN

75
ROUND
TRIP
75

ASK YOUR LOCAL AGENT FOR INFORMATION

INDIANA UNION TRACTION CO.

Indiana Union Traction excursion window card, 1910.

Credit: McGraw-Hill Publishing Company.



Flood damage to Indiana Union Traction bridge at Peru, March 1913.

Credit: Arnold Carothers.



Terre Haute, Indianapolis and Eastern Traction No. 21, the "James Whitcomb Riley," draped at the time of Riley's funeral in 1916.

Credit: Harry Coburn.

Unfortunate Wreck on Indiana Union Traction Company's Line on Feb.



Results of Union Traction collision between Alfont and Ingalls, February 2, 1924. 21 dead.

Credit: McGraw-Hill Publishing Company.

109

March 9—Winona Interurban inaugurated Sunday service after court threatened loss of franchise if company continued operating only six days a week.
 March 19—Winona Interurban opened Warsaw to Mentone.
 April 1—Chicago, Lake Shore and South Bend opened Hammond to Pullman, and Pullman to Chicago.

110

January 15—Evansville and Eastern opened Rockport to Grandview.
 January 20—Indianapolis, New Castle and Toledo opened New Castle to Shirley.
 February—Bluffton, Geneva and Celina opened Bluffton to Geneva.
 February 4—Winona Interurban opened Mentone to Akron.
 February 8—Gary and Interurban opened Gary to Hammond.
 April—Covington and Southwestern opened Covington to Gray's Farm.
 June 29—Indianapolis, New Castle and Toledo opened Indianapolis to Shirley.
 July 4—Valparaiso and Northern opened Valparaiso to Flint Lake.
 September 21—Fort Wayne and Wabash Valley head-on collision north of Kingsland killed 42 persons. Resulting damage claims forced reorganization of company.
 September 24—Indiana Union limited and freight collision at Ressler crossing two miles north of Tipton killed six and injured 12.
 November 25—Chicago, Lake Shore and South Bend abandoned Tolleston branch.

111

February 18—Valparaiso and Northern opened Chesterton to Goodrum.
 March 27—Beech Grove Traction opened Indianapolis to Beech Grove.
 July 15—Saint Joseph Valley opened Bristol to Elkhart.
 October 7—Valparaiso and Northern opened Flint Lake to Woodville.
 November 1—Goshen, South Bend and Chicago opened South LaPorte to Goodrum.

112

January 6—Gary Connecting Railways opened Gary to East Gary.
 February 17—Valparaiso and Northern opened Woodville to Goodrum.
 June 22—Terre Haute, Indianapolis and Eastern opened local service in Crawfordsville.
 July 1—Gary and Southern opened Gary to Crown Point.
 July 7—Marion, Bluffton and Eastern collision one-half mile east of Marion killed six, injured 60.
 August 1—Evansville, Henderson and Owensboro opened Evansville to Henderson.
 August 14—Gary Connecting opened East Gary to Woodville.
 September 5—Gary Connecting inaugurated through service from Gary to LaPorte (with Valparaiso and Northern and Goshen, South Bend and Chicago).
 September 18—Kokomo, Frankfort and Western opened Kokomo to Frankfort.

1913

February 15—Gary and Interurban opened local service in East Chicago.
 June 23—Cincinnati, Lawrenceburg and Aurora forced into receivership due to costs of floods.
 September 1—Union Traction (No. 2) opened Muncie to New Castle.

1914

February 18—Indianapolis and Cincinnati—Indianapolis Street Railway collision on Virginia Avenue in Indianapolis killed 4, injured 30.
 May 3—Gary and Hobart opened Gary to Hobart.

1917

November 3—Goshen, South Bend and Chicago abandoned LaPorte to Goodrum (entire line).
 November 22—Bluffton, Geneva and Celina abandoned Bluffton to Geneva (entire line).

1918

April 17—St. Joseph Valley abandoned Bristol to Elkhart.
 April 30—Madison Light and Railway abandoned local service in Madison.
 October 15—Lake James Railroad abandoned Angola to Lake James.
 November—Chicago, South Bend and Northern Indiana substituted seasonal for regular service in LaPorte.

1919

June 13—Union Traction wreck at Carmel killed two, injured 20.
 July 10—French Lick and West Baden abandoned French Lick to West Baden.

1920

? ?—Chicago, South Bend and Northern Indiana abandoned local service in Goshen.
 April 28—Indiana Service sold Lafayette city lines to Lafayette Street Railway Co.
 June 30—Terre Haute, Indianapolis and Eastern abandoned Cambridge City to Milton.

1921

May 31—Interstate car and trailer hit by Pennsylvania freight in Edinburg. Eight passengers were injured slightly, 50 to 75 shaken up. Train was bound from Indianapolis to Louisville after the Indianapolis 500 Mile Race.
 July 31—Interstate inaugurated Sunday excursions between Indianapolis and Louisville, with the two cities alternating Sundays as points of departure for the round trips.
 August 15—Cincinnati, Lawrenceburg and Aurora began train-truck container service.

1922

April 1—Lafayette Service abandoned Soldier's Home to BattleGround.
 April 30—Gary and Valparaiso abandoned Woodville Junction to Chesterton.
 October—Chicago, South Bend and Northern Indiana abandoned local service in LaPorte.
 October 31—Terre Haute, Indianapolis and Eastern abandoned local service in New Castle and Crawfordsville.

1923

January 30—Terre Haute, Indianapolis and Eastern car held up near Maywood, and the passengers robbed of over \$1000 in cash and valuables.

1924

- February 2—Union Traction head-on collision between Alfont and Ingalls killed 21.
- August 31—Union Traction abandoned local service in Elwood.

1926

- June—Chicago, South Shore and South Bend abandoned East Chicago to Indiana Harbor.
- August 26—Lebanon and Thorntown abandoned Lebanon to Thorntown.

1927

- February 20—Chicago, South Shore and South Bend inaugurated dining and parlor car service.
- September 30—Fort Wayne and Decatur abandoned Fort Wayne to Decatur.
- October 14—Union Traction car struck truck and trailer near 21st and Emerson in Indianapolis, killing 21 and injuring 7.

1928

- July—Evansville and Ohio Valley abandoned Evansville to Mount Vernon.

1929

- April—Evansville and Ohio Valley abandoned Evansville to Henderson (Ky.).
- July 28—Interstate abandoned local service in Columbus.

1930

- January 3—Lafayette Service abandoned Lafayette to Soldier's Home.
- February 28—Union Traction abandoned Muncie to Union City, Muncie to Portland, and Anderson to Middletown.
- August 1—Indiana Railroad began operation.
- September 15—Indiana Railroad abandoned Kokomo to Logansport and Marion to Wabash.
- October 31—Terre Haute, Indianapolis and Eastern abandoned Indianapolis to Martinsville, Indianapolis to Danville, Indianapolis to Crawfordsville, Indianapolis to Lafayette, and Lebanon to Crawfordsville.
- December—Indiana Railroad discontinued parlor-dining service.

1931

- April 30—Terre Haute, Indianapolis and Eastern abandoned Terre Haute to Clinton and Terre Haute to Sullivan.
- June 29—Indiana Railroad assumed operation of remaining Terre Haute, Indianapolis and Eastern mileage (214 miles).
- August 15—Indiana Railroad abandoned Marion to Bluffton and local service in Wabash.
- October 31—Indiana Railroad abandoned Alexandria to Tipton and local service in Muncie.

1932

- ?—Chicago, South Shore and South Bend discontinued parlor-dining service.
- January 5—Indiana Railroad abandoned Indianapolis to Dunreith.
- January 25—Indiana Railroad abandoned Terre Haute to Paris.
- March 11—Northern Indiana Power abandoned local service in Kokomo.
- May 10—Indiana Railroad (Public Service) abandoned Watson Junction to Charlestown.

May 15—Indiana Railroad (Public Service) abandoned Louisville to Jeffersonville, New Albany to Silver Hills, and local service in Jeffersonville.

May 21—Indiana Railroad abandoned Lafayette to Peru and local service in Logansport.

June 24—Indiana Railroad abandoned Anderson to Marion and Frankfort to Marion.

June 30—Indianapolis and Cincinnati abandoned Indianapolis to Connersville and Indianapolis to Greensburg.

June 30—Fort Wayne-Lima abandoned Fort Wayne to Lima.

November—Indiana Railroad discontinued sleeper service.

1933

- April 1—Indiana Railroad sold Marion city lines to Marion Railways, Inc.
- June 17—Gary Railways abandoned Gary to Crown Point.
- August 15—Southern Indiana Gas and Electric abandoned Evansville to Princeton.

1934

- April 21—Indiana Railroad sold New Albany to Louisville to New Albany and Louisville, New Albany local service to Home Transit, Inc., and abandoned New Albany to Jeffersonville.
- May 1—Home Transit began operation in New Albany.
- May 31—Northern Indiana Railway abandoned South Bend to Michigan City, South Bend to Goshen, South Bend to St. Joseph (Michigan), and local service in Goshen, Elkhart, and Michigan City.
- September 30—Winona Railroad abandoned passenger service Peru to Goshen, and freight service Goshen to New Paris Junction and Peru to Wabash Junction.
- December 12—Indiana Railroad abandoned local service in Peru.

1935

- October 31—Washington Street Railway abandoned local service in Washington.

1936

- August 12—Indiana Railroad bought Dayton and Western, and expanded service between Indianapolis and Dayton.

1937

- January 7—Beech Grove Traction abandoned Indianapolis to Beech Grove.
- ?—Winona Railroad converted freight service from electricity to propane gas.
- February 15—Indiana Railroad abandoned Garrett to Kendallville, Garrett to Waterloo, and passenger service Fort Wayne to Garrett.
- May—Evansville, Suburban and Newburgh abandoned passenger service Evansville to Boonville (freight service continued by steam).
- May 9—Indiana Railroad abandoned Indianapolis to Dayton (via New Castle).

1938

- April 24—Indiana Railroad abandoned local service in Richmond.
- July 4—Winona Railroad abandoned Warsaw to Winona Lake.
- July 31—Vincennes Electric Railway abandoned local service in Vincennes.



Loading equipment at the Auburn station, Indiana Service Corporation, in 1937, after abandonment.

Credit: William Pepple.



Indiana Railroad pushed passenger service to the end, and this railfan train was typical of its special trips. Anderson, 1940.

Credit: Jerry Marlette.

INDIANAPOLIS & LOUISVILLE TRACTION CO.

COUNTERSIGNED *Col. A. Ward*

PASS *D. A. Ward*
 ACCOUNT *D. A. Ward*
 EXPIRES *December 31st*
 1907
 UNLESS OTHERWISE ORDERED
 VESTIBULE PRIVILEGE
 No. 26
The C. C. Mayo
 PRESIDENT
 FORM-38-200-7-07

Indiana Railways & Light Co.
 1916

PASS *H. R. Biery*
 Asst. Gen. Mgr. I. & L. T. Ry. Co.
 GOOD UNTIL DECEMBER 31st, 1916 UNLESS OTHERWISE ORDERED
 SUBJECT TO CONDITIONS ON BACK.
 No. 84
The C. C. Mayo
 GENERAL MANAGER

The Muncie and Portland Traction Company
 1916

PASS Mr. H. R. Biery, Asst. to G. M.,
 Indpls. & Louis. Trac. Railway Co.
 UNTIL DECEMBER 31st UNLESS OTHERWISE ORDERED

No. 64
E. J. Skehan
 GENERAL MANAGER

Marion & Bluffton Traction Co.
 No. 105

PASS Mr. Hudson R. Biery, Asst. to Pres.
 ACCOUNT Indianapolis & Cincinnati Tr.

UNTIL DECEMBER 31st, 1923, UNLESS OTHERWISE ORDERED
 GOOD ONLY WHEN COUNTERSIGNED.

SUBJECT TO CONDITIONS AND AGREEMENT ON BACK HEREOF.
 VALID WHEN COUNTERSIGNED BY JAMES H. CLARK, GEN. MGR.

James H. Clark
 GENERAL MANAGER
Jo. Saei
 PRESIDENT

**Indianapolis and Cincinnati
 Traction Company**

Both
 DIVISION

PASS H. R. Biery,
 ACCOUNT Pur. Agent - I. & L. T. Co.
 UNTIL DECEMBER 31st, 1912 UNLESS OTHERWISE ORDERED
 No. 180
Charles L. Henry
 PRES. & GEN. MGR.



**EVANSVILLE RAILWAYS
 COMPANY**

No. 1

1916

PASS H. R. Biery

Asst. to Gen'l Mgr. I. & L. Traction Co.
 UNTIL DECEMBER 31, 1916, UNLESS OTHERWISE ORDERED,
 NOT GOOD ON EVANSVILLE CITY LINES

COUNTERSIGNED

W. A. M. M. M.
 GENERAL MANAGER

W. A. M. M. M.
 PRESIDENT

**ST. JOSEPH VALLEY RAILWAY
 COMPANY**

No.

PASS Mr. H. R. Biery, Scottsburg, Ind.
 ACCOUNT Asst. to Gen. Mgr.
 RAILROAD Ind. & Louisville Trac. Ry. Co.
 BETWEEN ALL STATIONS

UNTIL DECEMBER 31st, 1917 - UNLESS OTHERWISE ORDERED AND
 SUBJECT TO CONDITIONS ON BACK

H. R. Biery
 PRESIDENT

FORT WAYNE & NORTHWESTERN RAILWAY CO.
 ANNUAL PASS

PASS Hudson R. Biery, Asst. to Pres.
 ACCOUNT Indianapolis & Cincinnati Tr. Co.
 BETWEEN All Points

UNTIL Dec. 31, 1924. UNLESS OTHERWISE ORDERED AND
 SUBJECT TO CONDITIONS ON BACK

No. 122

J. M. M. M.
 PRESIDENT

September 10—Indiana Railroad abandoned Indianapolis to Fort Wayne (via Peru).

October 22—Gary Railways abandoned Garyton to Valparaiso.

1939

March 19—Gary Railways abandoned Gary to Hobart and Gary to Indiana Harbor.

April 30—Southern Indiana Gas and Electric abandoned local service in Evansville.

June 30—Indiana Railroad abandoned local service in Anderson.

October 31—Indiana Railroad abandoned Seymour to Louisville and local service in Terre Haute.

1940

January 10—Indiana Railroad abandoned Indianapolis to Terre Haute.

March 18—Southern Indiana began operating Speed to Watson Junction (part of the former Indiana Railroad line between Indianapolis and Louisville, now serving as a spur to the Louisville Cement plant at Speed).

May 11—Lafayette Street Railway abandoned local service in Lafayette and West Lafayette.

June 15—Northern Indiana Transit abandoned local service in South Bend and Mishawaka.

1941

January 18—Indiana Railroad abandoned Indianapolis to Fort Wayne (via Muncie), Muncie to New Castle, and turned over Indianapolis to Seymour to Public Service Company of Indiana for operation.

September 8—Public Service collision resulted in abandonment Indianapolis to Seymour.

1942

January 25—Gary Railways abandoned Gary to Garyton.

1945

May 10—Indiana Service abandoned Fort Wayne to Garrett (freight only since 1937).

December 31—New Albany and Louisville abandoned New Albany to Louisville.

1946

January 31—Home Transit abandoned rail operations in New Albany.

December 31—Evansville and Ohio Valley abandoned Evansville to Grandview and Richland Junction to Richland.

December 31—Southern Indiana converted from electricity to Diesels.

1947

February 18—Chicago, South Shore and South Bend car hit truckload of workers five miles east of Michigan City, killing 13.

February 28—Gary Railways abandoned local service in Gary.

June 26—Marion Railways abandoned local service in Marion.

June 27—Indiana Service abandoned local service in Fort Wayne.

1953

January 9—Indianapolis Railways abandoned local service in Indianapolis, writing finis to electric railway transportation in the state of Indiana (with the exception of the South Shore, which is more correctly classified as a heavy electrified railroad rather than an interurban).

KEY TO CASE HISTORIES

- A. Date of incorporation, or charter or organization if incorporation date not available.
- B. Original company, or successor (if successor, nature of succession, such as name change, reorganization, or foreclosure sale, and name of prior company).
- C. Authorized capital stock (nearly all companies sold all authorized stock).
- D. Date of first operation.
- E. Area served, mileage, and representative passenger service.
- F. Rolling stock, including passenger, freight, and service.
- G. Final status of line (still in operation, sold, abandoned), or, in some cases, temporary disposition (leased).
- H. Remarks: passengers and freight handled, special activities, etc.

CASE HISTORIES

ANDERSON ELECTRIC STREET RAILWAY COMPANY

- A. June 20, 1891.
- B. Successor (by purchase) to Anderson Street Railway Company.
- C. \$150,000.
- D. Continued prior operation until March 14, 1892, when mules were replaced by electricity.
- E. Anderson, 11 miles (1897).
- F. Passenger: 21 (power 13, trail 8). Total (1897): 21.
- G. Consolidated into Union Traction Company of Indiana (number 1), June 27, 1899.

ANGOLA LIGHT AND POWER COMPANY

- A. November 25, 1911.
- B. Successor (by reorganization) to Angola Railway and Power Company.
- C. \$50,000.
- D. April 15, 1912.
- E. Angola-Lake James, 3.75 miles (1912).
Passenger service (1912): April 15-October 15, 8 round trips daily.
- F. Passenger: 3 (power 2, trail 1). Service: power 1. Total (1912): 4.
- G. Changed name to Indiana Utilities Company in 1912.

ANGOLA RAILWAY AND POWER COMPANY

- A. June 16, 1904.
- B. Successor (by purchase) to Ohio and Indiana Railway Company, which had started construction from Angola to Lake James.
- C. \$100,000.
- D. July 14, 1904.
- E. Angola-Lake James, 3.75 miles; other, .1 mile; total, 3.85 miles (1905).
Passenger service (1908): half-hourly, one car operation, two on Sundays and holidays. Operated April 15 to October 15.
- F. Passenger: 3 (power 2, trail 1). Service: 1. Total (1908): 4.
- G. Reorganized as Angola Light and Power Company, November 25, 1911.
- H. Passengers carried (1911): 41,758. Primarily a water works and electric lighting enterprise, the railroad was projected to help out the general investment.

BEECH GROVE TRACTION COMPANY

- A. December 30, 1909.
- B. Original company.
- C. \$150,000.
- D. March 27, 1911.
- E. Indianapolis-Beech Grove, 6 miles.
Half-hourly service (1917).
- F. Passenger: power 6. Service: power 1, trail 1. Total (1920): 8.
- G. Rail service abandoned January 7, 1937.
- H. Had trackage rights over rails of Indianapolis Street Railway in Indianapolis for 2.4 miles (1919).

BLUFFTON, GENEVA AND CELINA TRACTION COMPANY

- A. March 4, 1907.
- B. Original company.
- C. \$675,000 (1911).
- D. February 1910.
- E. Bluffton-Geneva, 18.50 miles; other, 1.51 miles; total, 20.01 miles (1910).
Passenger service (1917): four round trips per day, Bluffton-Geneva.
- F. Passenger: power 1. Freight: 3 (power 1, trail 2). Service: 5. Total (1913): 9.
- G. Abandoned November 22, 1917.
- H. Passengers carried (1914): 93,811. Freight car-miles (1915): 105,876.

BONDHOLDERS PROTECTIVE ASSOCIATION

- A. December 21, 1919.
- B. Successor (by purchase at foreclosure sale) to Fort Wayne and Northern Indiana Traction Company.
- C. \$1,300,000 (bid purchase price).
- D. December 30, 1919.
- E. Fort-Wayne Lafayette, 114 miles; Fort Wayne-Bluffton, 25 miles; Fort Wayne, 45 miles; Lafayette, 21 miles; Logansport, 11 miles; Wabash, 2 miles; Peru, 2 miles; total, 220 miles (1919).
Passenger service (1919): 10 daily round trips Fort Wayne-Lafayette plus local runs Lafayette-Logansport, Logansport-Peru, Peru-Fort Wayne, and Fort Wayne-Huntington. Fort Wayne-Bluffton, 4 daily round trips, plus 7 daily round trips to Indianapolis via Muncie and 4 via Peru, the Indianapolis service in conjunction with Union Traction Company of Indiana.
Freight service (1919): 1 trip per day Fort Wayne-Lafayette and 1 trip per day Fort Wayne-Indianapolis via Muncie, the latter in conjunction with Union Traction.
- F. Passenger: 206 (power 177, trail 29). Freight: 24 (power 7, trail 17). Service: 41 (power 15, trail 26). Total (1919): 271.
- G. Transferred properties to Indiana Service Corporation on April 28, 1920.
- H. Company was composed of bondholders of Fort Wayne and Northern Indiana Traction Company, who bid in the bankrupt company's properties and performed an interim operation until their new company, Indiana Service Corporation, could begin operation.

BRAZIL RAPID TRANSIT ELECTRIC RAILWAY

- A. December 24, 1892.
- B. Original company.
- C. \$75,000.
- D. July 16, 1893.
- E. Brazil (Cottage Hill) to Harmony, 4.5 miles (1893).
- F. Passenger: Power 1. Service: trail 1. Total (1893): 2.
- G. Sold to Terre Haute Electric Company, February 1, 1900.



Anderson Electric Street Railway No. 11, 1895.

Credit: Charles V. Hess.



Angola Railway and Power motor and trailer at the Angola Railway-Saint Joseph Valley Railway crossing north of Angola, 1906.

Credit: Charles V. Hess.



Beech Grove Traction No. 201 pauses on the run to Indianapolis in 1912.

Credit: Perry Township Weekly, Beech Grove.



Brownstown and Ewing Street Railway horse car, Brownstown, 1908. While not an electric railroad, it was representative of the horse car lines of the 1800s, and was the last in Indiana, abandoning service in 1916.

Credit: Bert Pruitt.



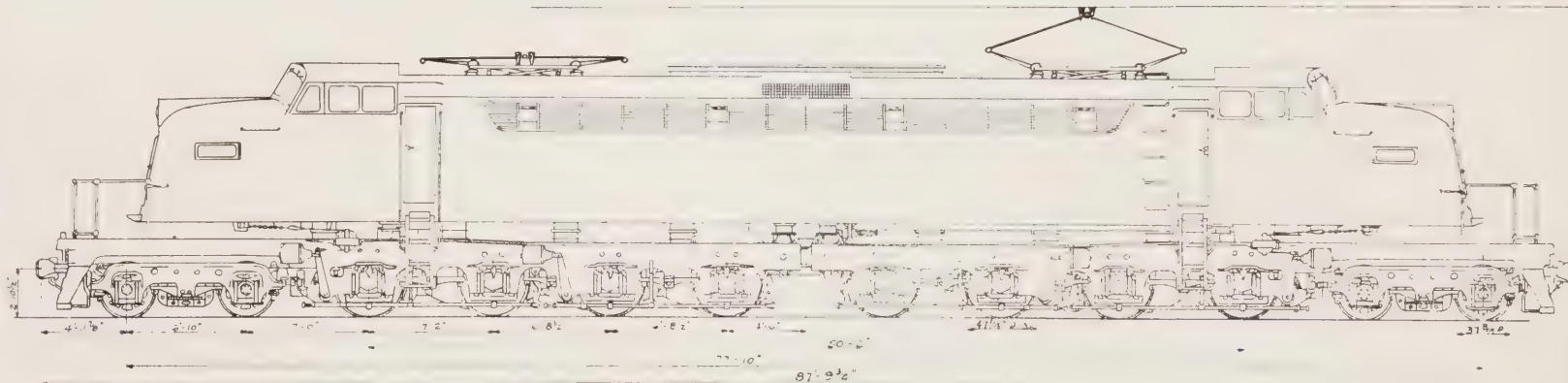
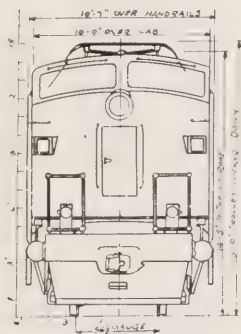
Chicago, Lake Shore and South Bend car 60 on the East Chicago run, 1910(?).

Credit: Eugene Van Dusen and Harry Zillmer.



Chicago, Lake Shore and South Bend locomotive No. 505, 1916.

Credit: McGraw-Hill Publishing Company.



GENERAL INFORMATION

LENGTH OVERALL	88'-10"	WEIGHT TOTAL	545,600 LBS.
LENGTH OF CAB	76'-8"	DRIVING WHEEL DIA.	47 1/4 INS.
WHEEL BASE TOTAL	77'-10"	GUIDING WHEEL DIA.	37 3/8 INS.
WHEEL BASE DRIVING TRUCK	20'-7"	RAIL TO MOTOR	5 1/2 INS.
EXTREME WIDTH	10'-7"	GEAR RATIO	3.81
WIDTH OVER CAB	10'-0"	COMPRESSOR CAPACITY	300 CU. FT.
HEIGHT OVERALL	15'-0"	BRAKE EQUIPMENT	8-EL
HEIGHT OVER CAB	14'-5"	SAND CAPACITY	6000 LBS.
WEIGHT ON DRIVERS	405,600 LBS.	BUILDER	G. E.

273 TON ELECTRIC
LOCOMOTIVE
NUMBERS 801, 802, 803

CHICAGO SOUTH SHORE AND
SOUTH BEND RAILROAD



DATE OF DELIVERY 5-12-49

Hager

Plan of Chicago South Shore and South Bend Railroad's 273 ton locomotives.

Credit: Chicago South Shore and South Bend Railroad.

BROAD RIPPLE TRACTION COMPANY

July 17, 1899.

Successor to Indianapolis and Broad Ripple Rapid Transit Company, sold at auction (foreclosure sale) July 15, 1899.

\$100,000.

July 21, 1899.

Indianapolis-Broad Ripple Park, 8 miles (1899). Passenger service (1899): half-hourly.

Passenger: 20 (power 10, trail 10). Total (1899): 20.

Abandoned January 9, 1953, by Indianapolis Railways, which had controlled the company through stock ownership (purchased by Indianapolis Street Railway Company, number 1, in 1902, although the company was operated independently until 1919).

CALUMET RAILWAYS, INC.

December 17, 1929.

Successor (by purchase at foreclosure sale) to Hammond, Whiting and East Chicago Railway.

10,000 shares common and 10,000 shares preferred, all no par value.

December 28, 1929.

Hammond-Whiting-East Chicago-Indiana Harbor-Chicago, 35 miles (1930).

Passenger: power 22. Service: power 6. Total (1930): 28.

Sold to Chicago and Calumet District Transit Company, September 22, 1931.

CENTRAL INDIANA LIGHTING COMPANY

May 11, 1907.

Successor (by purchase) to Columbus Street Railway and Light Company.

\$975,000.

July 1, 1907.

Columbus, 4 miles (1919).

Passenger: power 5. Total (1919): 5.

Merged into Interstate Public Service Company on January 1, 1921.

CHICAGO AND CALUMET DISTRICT TRANSIT COMPANY

August 1, 1931.

Successor (by purchase) to Calumet Railways, Inc. \$500, plus 75,000 shares, no par value.

October 1, 1931.

Chicago-Hammond, 32 miles (1931).

Passenger: power 16. Service: power 4. Total (1937): 20.

Abandoned: Hammond-Indiana Harbor, January 14, 1934; other lines, June 8, 1940.

Company operates bus service in the Chicago-Hammond area today.

Bought control of Gary Railways in June 1932 (although Gary Railways continued independent operation), and disposed of same to bondholders of the company in December 1941.

CHICAGO AND INDIANA AIR LINE RAILWAY

A. December 2, 1901.

B. Original company.

C. \$250,000.

D. September 1903.

E. East Chicago-Indiana Harbor, 3.4 miles (1903).

F. Passenger: power 2 (1903).

G. Reorganized as Chicago, Lake Shore and South Bend Railway, October 5, 1904.

H. Planned service from Chicago to South Bend.

CHICAGO, LAKE SHORE AND SOUTH BEND RAILWAY

A. October 5, 1904.

B. Reorganization of Chicago and Indiana Air Line Railway.

C. \$250,000, increased to \$6,000,000 September 3, 1906.

D. East Chicago-Indiana Harbor, October 1904; South Bend-Michigan City, June 29, 1908; Gary-Hammond, Gary (Tolleston branch), August 1, 1908; Gary-Michigan City, August 10, 1908; Hammond-Pullman, April 1, 1909; Pullman-Chicago (lease of Kensington and Eastern Railroad tracks), April 1, 1909.

E. South Bend-Chicago: main 77.77 miles, other, 22.44 miles, total (1917), 100.21 miles. 6.7 miles was leased from Kensington and Eastern (Illinois Central).

Passenger service (1917): 17 express and 4 local trains South Bend-Chicago, plus 7 express and 15 local trains Gary-Chicago. Also local service East Chicago-Indiana Harbor (3.4 miles) and Gary (.8 mile), until 1910.

F. Passenger: 47 (interurban power 23, trail 18, city power 6). Freight: 25 (power 3, trail 22). Service: 27. Total (1918): 99.

G. Abandoned Tolleston branch in Gary November 25, 1910.

Sold at foreclosure sale July 14, 1925. Property bought by Chicago, South Shore and South Bend Railroad.

H. Passengers carried (1917): 4,178,264. Freight car miles (1920): 574,641.

CHICAGO, SOUTH BEND AND NORTHERN INDIANA RAILWAY

A. January 25, 1907.

B. Successor (by purchase) to Northern Indiana Railway Company.

C. \$7,500,000.

D. South Bend-Goshen, LaPorte-Michigan City, South Bend, Mishawaka, Michigan City, LaPorte, Elkhart, Goshen, January 31, 1907. South Bend-LaPorte, August 26, 1908.

E. South Bend-Michigan City, 40.8 miles; South Bend-Goshen, 25.9 miles; South Bend, 36 miles; Michigan City, 6 miles; Mishawaka, 3 miles; Elkhart, 9 miles; Goshen, 4 miles; other, .4 mile; total, 125.1 miles (1921).

Passenger service (1917): 17 round trips per day on an hourly schedule South Bend-Goshen, and 9 round trips per day on two-hourly schedule South Bend-Michigan City.

- F. Passenger: 133 (power 127, trail 6). Freight: 13 (power 2, trail 11). Service: 47 (power 7, trail 40). Total (1920): 193.
- G. Abandoned regular service in LaPorte, November 1918, and seasonal service in the fall of 1922; Goshen, 1929.
Sold to Northern Indiana Railway, Inc., February 10, 1930.
- H. Passengers carried (1924): 21,577,794. Freight car-miles (1917): 159,040.
Leased Elkhart-Bristol, 9.32 miles, from Saint Joseph Valley Traction Company from 1911 to 1913. Southern Michigan Railway Company operated in conjunction (same interests held controlling majorities in both companies, although the two companies retained their corporate entities and filed separate reports).

CHICAGO AND SOUTH SHORE RAILWAY COMPANY

- A. January 1, 1902.
- B. Successor (name change) to LaPorte and Michigan City Railway Company.
- C. \$300,000.
- D. February 2, 1903.
- E. LaPorte-Michigan City, 13.7 miles (1903).
- F. Passenger: power 4. Service: power 1. Total (1905): 5.
- G. Sold at foreclosure sale May 26, 1905, to LaPorte and Michigan City Traction Company.

CHICAGO, SOUTH SHORE AND SOUTH BEND RAILROAD

- A. June 23, 1925.
- B. Successor (by purchase at foreclosure July 14, 1925) to Chicago, Lake Shore and South Bend Railway.
- C. \$3,894,750 (1956).
- D. July 14, 1925.
- E. South Bend-Chicago. Mileage (1957): 178 (main 90, second main 34, sidings 54).
Passenger service (October 1958) included 39 trains per day between South Bend and Chicago, plus frequent local service between Chicago and Gary.
- F. Passenger: 1931: 68 (power 49, trail 13, diner 2, parlor-buffet 4). 1958: 66 (power 50, trail 14, baggage 2).
Freight: 1931: 39 (locomotives: 12 80-ton and 2 50-ton; trail 25). 1958: 91 (locomotives: 3 85-ton, 4 100-ton, 6 140-ton, 3 273-ton, and 1 diesel; 14 cabooses, 60 trail).
Service: 1931: 25 (power 2, trail 23). 1958: 11 (power 2, trail 9).
Grand totals: 1931: 132; 1958: 168.
- G. Still in operation November 1, 1957.
- H. Has pursued continuing program of car and locomotive replacement through a series of car trusts beginning in 1926. Owns three of the world's largest single-cab electric locomotives.
Passengers carried: 1946: 6,163,798. 1957: 4,294,149.
Freight (ton-miles): 1947: 145,058,354. 1957: 141,697,422.

CINCINNATI, LAWRENCEBURG AND AURORA ELECTRIC STREET RAILROAD COMPANY

- A. June 27, 1899.
- B. Merger of Indiana and Ohio companies of the same names, which were building in their respective states.
- C. \$750,000, increased to \$1,000,000 in 1904.
- D. Cincinnati to Valley Junction, April 10, 1900; Valley Junction to Aurora, May 27, 1900.
- E. Anderson's Ferry (Cincinnati)-Aurora, 24 miles; Valley Junction-Harrison (all in Ohio), 8 miles; total, 32 miles (1908).
- F. Passenger: power 11. Service: power 2, trail 21. Total (1913): 34.
- G. Abandoned November 22, 1930.
- H. Connection made with Cincinnati city cars at Anderson's Ferry. No trackage or interchange was possible due to the Cincinnati city lines using wide gauge tracks. Freight was handled in containers by truck and special car (1921).
Company was forced into receivership June 23, 1913, due to the high cost of repairs to roadbed after the disastrous 1913 floods, the damages amounting to more than \$145,000.

CITIZENS STREET RAILROAD COMPANY (INDIANAPOLIS)

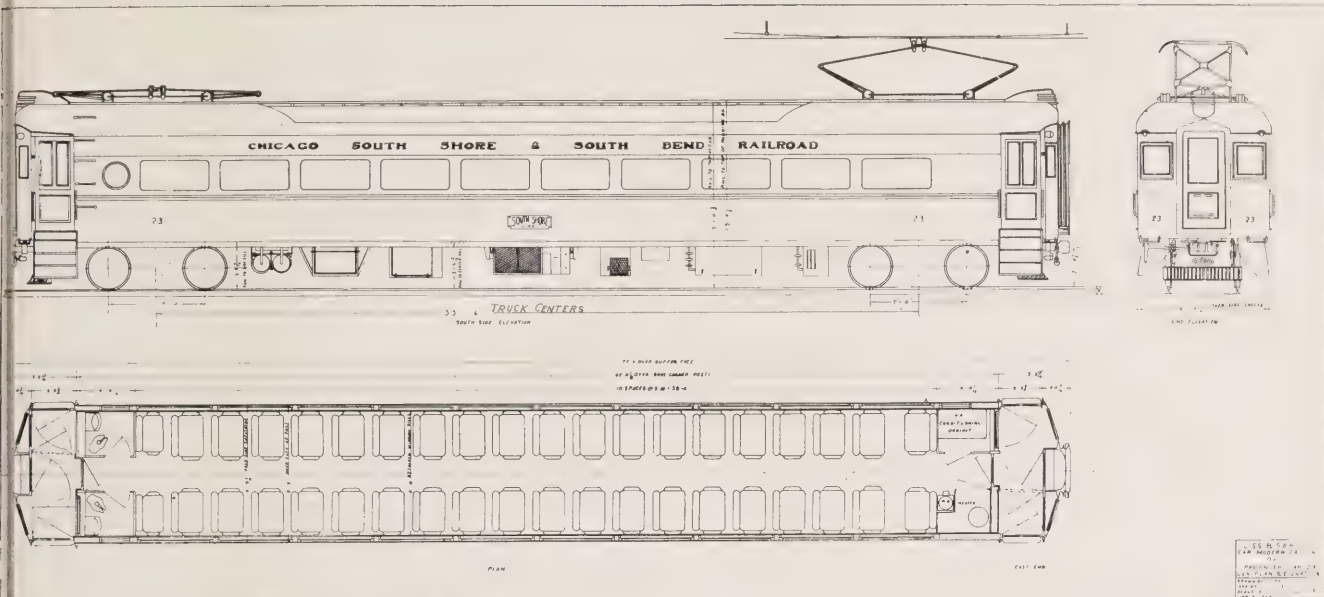
- A. April 24, 1888.
- B. Successor (by purchase) to Citizens' Street Railway Company (horse line).
- C. \$5,000,000.
- D. April 24, 1888. First electric operation June 18, 1890, completed in 1894.
- E. Indianapolis, 108 miles (1897).
- F. Passenger: 252 (power 172, trail 80). Total (1897): 252.
- G. Merged into Indianapolis Street Railway (number 1), March 7, 1899.
- H. Passengers carried (1894): 17,000,000.
Franchises authorized use of all streets in Indianapolis, including those to be laid out at a future date.

CITIZENS STREET RAILROAD OF MICHIGAN CITY

- A. March 11, 1886.
- B. Successor to Michigan City Street Railway (mule line).
- C. \$100,000.
- D. March 20, 1886 (as mule line, electrification not being completed until 1891).
- E. Michigan City, 1.5 miles (1892).
- F. Passenger: 4 (power 2, trail 2). Total (1892): 4.
- G. Sold to Lake Cities Electric Railway Company, November 20, 1892.

CITIZENS' STREET RAILWAY (MUNCIE)

- A. August 31, 1893.
- B. Successor (purchase) to Citizens' Street Railroad and Muncie Street Railway Company.
- C. \$300,000.
- D. September 1, 1893 (formerly a steam dummy line).



Plan of Chicago South Shore and South Bend Railroad's modernized passenger cars.

Credit: Chicago South Shore and South Bend Railroad.



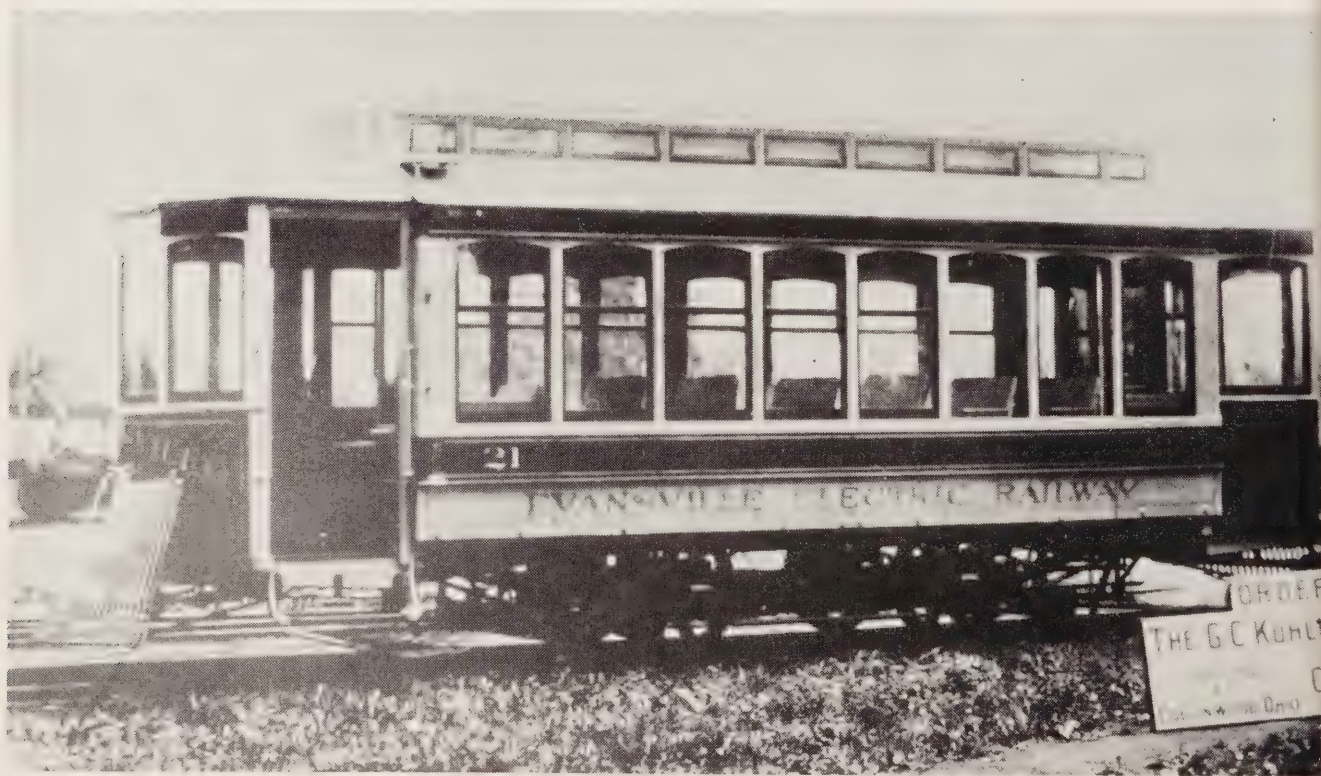
Car No. 1, the entire rolling stock of the Covington and Southwestern, poses on Covington's main street in the spring of 1910.

Credit: Kingman Star.



Lineup of the Elwood Electric Street, Railway, about 1893.

Credit: Charles V. Hess.



Evansville Electric Railway No. 21, on delivery in 1904.

Credit: J. M. Ross.

- F. Muncie, 15 miles (1897).
- F. Passenger: 36 (1897).
- C. Sold to Union Traction Company of Indiana (number 1), June 27, 1899.
- F. Passengers carried (1896): 1,573,737.

COLUMBUS STREET RAILWAY AND LIGHT COMPANY

- A. August 12, 1904.
- I. Successor (by purchase) to John S. Crump Street Railway and Lighting Plant.
- C. \$100,000.
- I. August 18, 1904.
- F. Columbus, 6.5 miles (1905).
- I. Passenger: 11 (power 7, trail 4). Service: 1.
- I. Total (1905): 12.
- C. Sold to Central Indiana Lighting Company, June 30, 1907.

COVINGTON AND SOUTHWESTERN RAILROAD COMPANY

- A. October 23, 1906.
- I. Original company.
- C. \$75,000 (increased to \$750,000 in January 1907).
- I. April, 1910.
- I. Kingman-Gray's Farm, 4 miles.
- I. Passenger: 1.
- I. Service was suspended in the fall of 1910, and the line torn up in the spring of 1911.
- I. Although projected to Crawfordsville and Covington, the line, ending at a farm in the middle of nowhere, attracted only novelty riders, and never came close to meeting expenses, hence lasted only a few months.

CRUMP (JOHN S.) STREET RAILWAY AND LIGHTING PLANT

- May 30, 1890 (charter).
- Original company.
- \$25,000, increased to \$50,000 in 1893.
- September 15, 1890, as horse line. Electrified in 1893.
- Columbus, 6.5 miles (1899).
- Passenger: 8 (power 4, trail 4). Service: 1. Total (1899): 9.
- Sold to Columbus Street Railway and Light Company, August 12, 1904.

DAYTON AND MUNCIE TRACTION COMPANY

- May 28, 1903.
- Consolidation of Union City, Winchester and Muncie Traction Company and the Greenville and Union City Traction Company (an Ohio company).
- \$800,000.
- October 1, 1904.
- Muncie-Greenville (Ohio), 46 miles (1905).
- Passenger: 12. Service: 1. Total (1905): 13.
- Sold to Muncie and Union City Traction Company, June 22, 1906.

DAYTON AND WESTERN TRACTION COMPANY

- February 1897 (in Ohio).
- Original company.
- \$1,300,000, increased to \$1,750,000 in 1917.

- D. Dayton-Eaton (Ohio), June 26, 1898; Eaton-Richmond, July 19, 1903.
- E. Dayton-Richmond, 39.5 miles; New Westville (Ohio)-New Paris (Ohio), 2.65 miles; total, 42.25 miles (1905).
- Passenger service (1917): 13 daily round trips Richmond-Dayton, and (1935) 12 daily round trips Dayton-Richmond.
- F. Passenger: 19 (power 18, trail 1 open). Freight: 18 (power 2, trail 16). Total (1905): 37. (1935): 24.
- G. New Westville-Paris abandoned June 18, 1920. Remainder of line sold to Indiana Railroad August 12, 1936.
- H. Leased in perpetuity to Indiana, Columbus and Eastern Traction Company (of Ohio) June 15, 1906. Lease assigned to Ohio Electric Railway August 31, 1907. Line operated independently beginning April 25, 1920, following surrender of lease by Ohio Electric. Cincinnati and Lake Erie Railroad Company assumed supervision on June 1, 1931.
- Passengers carried (1928): 337,250; (1934): 163,264.
- Freight handled (1928): 83,043 tons; (1934): 14,720 tons.

EAST CHICAGO STREET RAILWAY COMPANY

- A. July 23, 1912.
- B. Original company.
- C. \$50,000.
- D. February 15, 1913 (completion date).
- E. East Chicago, 6.5 miles (1913).
- F. Rolling stock furnished by Gary and Interurban Railroad.
- G. Leased to Gary and Interurban upon completion for operation by that company.

ELKHART ELECTRIC AND RAILWAY COMPANY

- A. January 9, 1891.
- B. Reorganization of Citizens Street Railway Company (horse line).
- C. \$100,000.
- D. Electrified in 1891.
- E. Elkhart, 3 miles (1893).
- F. Passenger: power 2. Service: power 1. Total (1893): 3.
- G. Sold at foreclosure to Indiana Electric Railway in February 1894.

ELWOOD AND ALEXANDRIA RAILWAY COMPANY

- A. May 4, 1898.
- B. Original company.
- C. \$225,000.
- D. June 26, 1899.
- E. Alexandria-Elwood, 9 miles (1899).
- F. Passenger: 2 (1899).
- G. Sold to Union Traction Company of Indiana (number 1), September 21, 1901.

ELWOOD ELECTRIC STREET RAILWAY COMPANY

- A. October 19, 1892 (charter).
- B. Original company.
- C. \$100,000.

- D. November 6, 1893.
- E. Elwood, 6 miles (1897).
- F. Passenger: 5 (1897).
- G. Consolidated into Union Traction Company of Indiana (number 1), June 27, 1899.

EVANSVILLE AND EASTERN ELECTRIC RAILWAY COMPANY

- A. April 9, 1904.
- B. Original company.
- C. \$400,000, increased to \$600,000 in September 1904.
- D. Newburgh-Rockport, April 22, 1907; Evansville-Newburgh (trackage over Evansville, Suburban and Newburgh Railway), April 22, 1907; Richland Junction-Richland, October 1, 1907; Rockport-Grandview, January 15, 1910.
- E. Newburgh-Grandview, 27 miles; Richland Junction-Richland, 4 miles; Evansville-Newburgh, 10 miles (trackage over Evansville Terminal Railway); total, 41 miles (1910).
- F. Passenger: 9. Freight: 58. Total (1911): 67.
- G. Consolidated into Evansville Railways Company, May 19, 1913.
- H. Connection between Evansville and Newburgh made via Evansville Terminal Railway beginning December 1, 1908 due to arguments on distribution of fare receipts between Evansville and Eastern Electric Railway and Evansville, Suburban and Newburgh Railway.

EVANSVILLE ELECTRIC RAILWAY

- A. April 16, 1901.
- B. Successor (by purchase at foreclosure) to Evansville Street Railroad Company.
- C. \$600,000.
- D. April 16, 1901.
- E. Evansville, 30.44 miles (1904).
- F. Passenger: 91 (power 74: 41 closed, 33 open; trail 17). Service: 7. Total (1905): 98.
- G. Sold to Evansville and Southern Indiana Traction Company, December 24, 1906.
- H. Passengers carried (1904): 4,616,124.

EVANSVILLE, HENDERSON AND OWENSBORO RAILWAY

- A. August 25, 1911.
- B. Original company.
- C. \$300,000.
- D. August 1, 1912.
- E. Evansville-Henderson (Kentucky), 10 miles: company owned, .52 mile; leased: 6.61 miles from Illinois Central Railroad; trackage: 1.95 miles over Public Utilities Company (Evansville) and 1.51 miles over Henderson Traction Company (Henderson, Kentucky).
Passenger service (1913): hourly.
- F. Passenger: 3. Service: 1. Total (1913): 4.
- G. Merged into Evansville Railways Company, May 19, 1913.

- H. Company retained its corporate entity until December 18, 1918, when it was consolidated, along with the Evansville Railway Company, into the Evansville and Ohio Valley Railway Company. From May, 1913, until that time it was operated as the Henderson Division of the Evansville Railway Company.

Two-car ferry was used for the Ohio River crossing (.31 mile), due to inability to secure bridge trackage rights.

EVANSVILLE AND MOUNT VERNON ELECTRIC RAILWAY

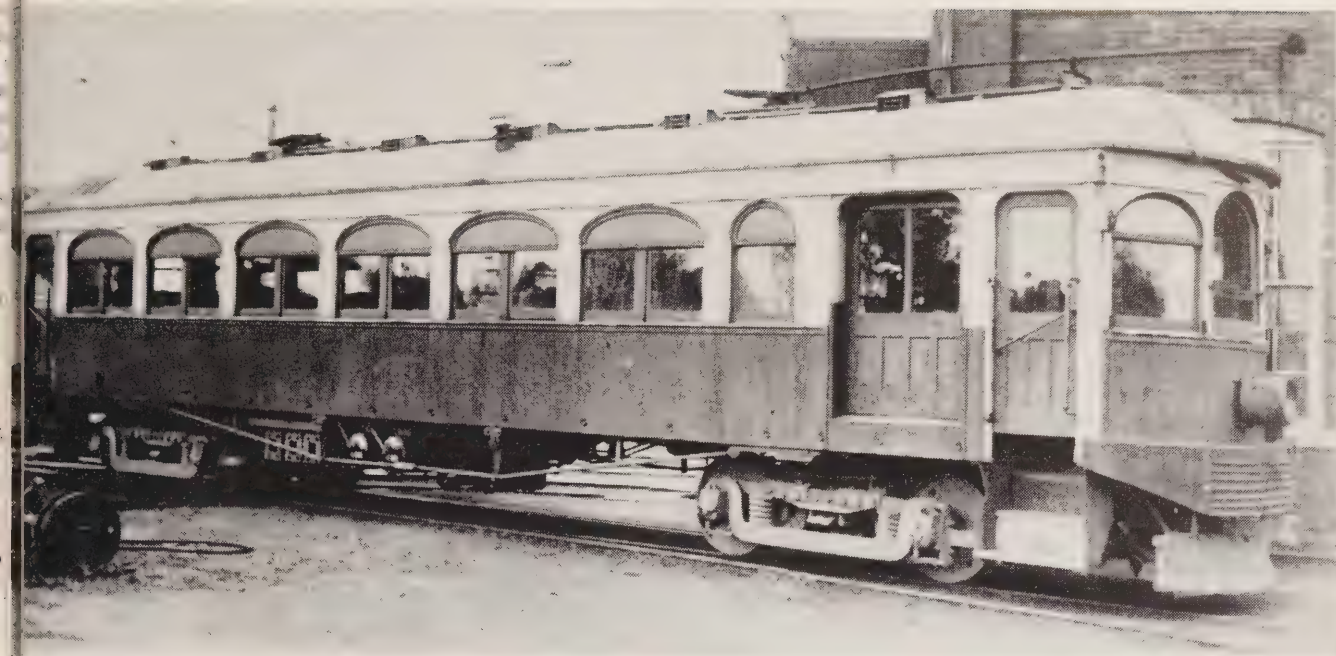
- A. April 18, 1905.
- B. Original company.
- C. \$10,000, increased to \$300,000 on July 26, 1905.
- D. June 19, 1906.
- E. Evansville-Mount Vernon, 20 miles (1910).
Passenger service (1909): hourly.
- F. Passenger: 4. Freight: 25. Total (1911): 29.
- G. Merged into Evansville Railways Company, May 19, 1913.

EVANSVILLE AND OHIO VALLEY RAILWAY COMPANY

- A. December 18, 1918.
- B. Reorganization of Evansville Railways Company. Added properties of Evansville, Henderson and Owensboro Railway (corporate change) on February 20, 1919 (planned on December 18, 1918 the corporate change was not completed until this latter date).
- C. \$1,500,000 (1919).
- D. January 1, 1919.
- E. Evansville-Mount Vernon, 20 miles; Evansville-Henderson, 10 miles; Evansville-Grandview, 37 miles; Richland Junction-Richland, 4 miles; other, 4 miles; total, 75 miles (1919).
Passenger service (1920): hourly on all divisions. Also, passenger and light freight boats, Rockport to Owensboro, 2 per day (Crescent Navigation Company).
- F. Passenger: power 14. Freight: 141 (power 4, trail 137). Service: power 2. Total (1924): 157.
- G. Abandonments: Evansville-Mount Vernon, July 1928; Evansville-Henderson, April 1929. Remaining mileage sold June 15, 1939 to Evansville and Ohio Valley Railway Company, Inc. by court order.

EVANSVILLE AND OHIO VALLEY RAILWAY COMPANY, INC.

- A. June 11, 1939.
- B. Successor (by court sale) to Evansville and Ohio Valley Railway Company.
- C. \$100,000.
- D. June 16, 1939.
- E. Evansville-Grandview, 35 miles; Richland Junction-Richland, 4 miles; total, 39 miles (1939).



Evansville and Ohio Valley car 128, about 1920.

Credit: Vane Jones.



Evansville and Princeton No. 3, arriving by flat car in 1903.

Credit: McGraw-Hill Publishing Company.



Evansville Suburban and Newburgh Railway car 101 poses before the line's Evansville station just after the big snow of January 1918.

Credit: O. A. Reller.



Local 301 of the Fort Wayne and Northern Indiana loads baggage at Wabash, 1917.

Credit: J. A. Greenland.

Passenger: power 14. Freight: 141 (power 4, trail 137). Service: power 1. Total (1939): 156.

Rail service abandoned December 31, 1946 (replaced by buses and trucks).

EVANSVILLE AND PRINCETON TRACTION COMPANY

September 13, 1901.

Original company.

\$10,000, increased to \$600,000 in 1902.

December 13, 1903.

Evansville-Princeton, 28.06 miles (1904).

Passenger service (1905): hourly.

Passenger: power 10. Freight: power 1. Total (1905): 11.

Merged into Evansville and Southern Indiana Traction Company, December 24, 1906.

Passengers carried (1904): 500,000.

EVANSVILLE RAILWAYS COMPANY

June 20, 1907.

Original company. Bought controlling interest in Evansville and Mount Vernon Electric Railway, Evansville and Eastern Electric Railway Company, and Evansville Terminal Railway.

\$2,500,000.

May 19, 1913 (acquisition date of above properties).

This date was the beginning of operation of all properties under one management. Also on this date, controlling interests were acquired in the Henderson Traction Company (Kentucky) and the Owensboro City Railroad (Kentucky), but these two lines were operated separately from the rest of the system, as was the Evansville, Henderson and Owensboro Railway, which had been organized two years before by Evansville Railways.

Evansville-Grandview, 37 miles; Richland Junction-Richland, 4 miles; Evansville-Mount Vernon, 20 miles; other, 7.3 miles; total, 68.3 miles (1917).

Passenger service (1917): 14 daily round trips Evansville-Grandview; 13 daily Richland Junction-Richland; 14 daily Evansville-Mount Vernon; and 14 daily Evansville-Henderson (Kentucky). In addition, in conjunction with the Crescent Navigation Company, 4 daily round trips were offered between Rockport and Owensboro (Kentucky), the Crescent passenger and light freight boats making a direct connection at Rockport. The Crescent boats also made connections for 2 daily round trips between Rockport and Cannelton.

Passenger: 13. Freight: 84. Total (1917): 97.

Reorganized as Evansville and Ohio Valley Railway Company, December 18, 1918.

EVANSVILLE AND SOUTHERN INDIANA TRACTION COMPANY

December 24, 1906.

Successor (by purchase) to Evansville Electric Railway and Evansville and Princeton Traction Company.

\$4,500,000.

December 24, 1906. Built Princeton-Patoka, June 6, 1908.

E. Evansville, 30 miles; Evansville-Patoka, 32 miles; total, 62 miles (1908).

Interurban passenger service (1908): hourly.

F. Passenger: city 91 (power 74, trail 17); interurban: power 10. Freight: power 1. Service: 7. Total (1906): 109.

G. Sold to Public Utilities Company, June 10, 1912.

EVANSVILLE STREET RAILROAD COMPANY

A. May 15, 1886.

B. Successor (through reorganization) to Evansville Railroad Company.

C. \$500,000 (1898).

D. May 15, 1886, as horse line. First electric service September 15, 1892.

E. Evansville, 27.5 miles (1897).

F. Passenger: 75 (power 50, trail 25). Service: 4 (power 2, trail 2). Total (1898): 79.

G. Sold at foreclosure to Evansville Electric Railway, April 16, 1901.

EVANSVILLE, SUBURBAN AND NEWBURGH RAILWAY COMPANY

A. December 15, 1888.

B. Original company.

C. \$60,000, increased to \$500,000 in 1905.

D. June 1, 1889 as steam line. Evansville-Newburgh electrified May 4, 1905; Newburgh Junction (Smythe)-Boonville, July 3, 1906.

E. Evansville-Newburgh, 10.33 miles; Smythe-Boonville, 14.34 miles; other, 3 miles; total, 27.67 miles (1908).

Passenger service (1908): hourly on both divisions.

F. Passenger: 17 (power 5, trail 12). Freight: 89 (power: steam 3, electric 1; trail 85). Total (1909): 106.

Passenger: power 6. Freight: 147 (steam power 4, trail 143). Total (1937): 153.

G. Passenger service discontinued May 1937. Freight service continued (steam power) until September 1948, at which time the line was scrapped.

H. Passengers carried (1920): 665,768. Freight cars-miles (1920): 71,070.

Freight service handled by steam power, except one electric express car used from 1909 through 1920.

EVANSVILLE TERMINAL RAILWAY COMPANY

A. March 7, 1908.

B. Original company.

C. \$200,000.

D. December 1, 1908.

E. Evansville-Newburgh, 10 miles (1908).

F. None.

G. Merged into Evansville Railways Company, May 19, 1913.

H. This line was built to allow Evansville and Eastern Electric Railway cars to enter Evansville without using the tracks of the Evansville, Suburban and Newburgh Railway Company, due to arguments on the distribution of fare receipts between the two operating companies.

FORT WAYNE, BLUFFTON AND MARION TRACTION COMPANY

- A. April 2, 1905.
- B. Original company.
- C. \$100,000.
- D. July 1, 1907.
- E. Fort Wayne-Bluffton, 25 miles (1907).
- F. Rolling stock furnished by Fort Wayne and Wabash Valley Traction Company.
- G. Sold to Fort Wayne and Wabash Valley upon completion.

FORT WAYNE CONSOLIDATED RAILWAY

- A. November 19, 1895.
- B. Reorganization of Fort Wayne Electric Railway Company. Foreclosure decree handed down June 13, 1898.
- C. \$2,000,000.
- D. December 12, 1895.
- E. Fort Wayne, 34 miles (1898).
- F. Passenger: 94 (power 88, trail 6). Total (1898): 94.
- G. Sold at foreclosure September 27, 1899, to Fort Wayne Traction Company.

FORT WAYNE AND DECATUR TRACTION COMPANY

- A. February 15, 1916.
- B. Successor (by purchase at receiver's sale) to Fort Wayne and Springfield Railway.
- C. \$200,000.
- D. February 25, 1916.
- E. Fort Wayne-Decatur, 21.70 miles; trackage, 1.75 miles; other, .52 mile; total, 23.97 miles (1920). Passenger service (1917): 10 round trips per day on one and a half hour schedule.
- F. Passenger: power 3. Freight: 2 (power 1, trail 1). Service: 2. Total (1918): 7.
- G. Abandoned September 30, 1927.
- H. Passengers carried (1920): 166,385. Freight handled (1920): 22,241 car miles.

FORT WAYNE ELECTRIC RAILWAY COMPANY

- A. August 19, 1892.
 - B. Successor (by purchase) to Fort Wayne Street Railway Company.
 - C. \$1,000,000.
 - D. August 19, 1892.
 - E. Fort Wayne, 26 miles (1892).
 - F. Passenger: 68 (power 62, trail 6). Total (1892): 68.
 - G. Reorganized as Fort Wayne Consolidated Railway, December 12, 1895.
 - H. Company continued electrification program begun by Fort Wayne Street Railway Company, finishing late in 1892.
- In 1894, bought and electrified line of C. L. Centlivre Railway Company, a horse line operated by the Centlivre Brewing Company from the center of town to its plant on Spy Run.

FORT WAYNE-LIMA RAILROAD COMPANY

- A. December 10, 1926.
- B. Successor (by purchase at receiver's sale) to Fort Wayne, Van Wert and Lima Traction Company.
- C. \$1,000,000.
- D. April 1, 1927.
- E. Fort Wayne-Lima (Ohio), 65 miles (1930). Passenger service (1930): 12 daily round trips, Fort Wayne to Lima.
- F. Passenger: power 6. Freight: power 3. Service: power 1. Total (1931): 10.
- G. Ceased operation June 30, 1932, and property sold in parcels at public auction.
- H. Operated by Indiana Service Corporation management, although remaining a separate corporate entity.

FORT WAYNE AND NORTHERN INDIANA TRACTION COMPANY

- A. February 25, 1911.
- B. Successor (by reorganization and refinancing) to Fort Wayne and Wabash Valley Traction Company. This action was necessary because of the extensive damage claims resulting from the Kingsland wreck (September 25, 1910) which killed 41 persons.
- C. \$8,000,000.
- D. February 25, 1911.
- E. Fort Wayne-Lafayette, 114.2 miles; Fort Wayne-Bluffton, 24.8 miles; Fort Wayne, 45 miles; Lafayette, 20.9 miles; Logansport, 11.7 miles; Wabash, 3.8 miles; Peru, 2.2 miles; total: 222 miles (1914).
- F. Passenger: interurban 20 (power 18, trail 2), city 193 (power 156 [closed 113, open 43], trail 27 open). Freight: 39 (power 7, trail 32). Service: interurban 10 (power 6, trail 4), city 17 (power 11, trail 6). Total (1917): 279.
- G. Sold at receiver's sale December 29, 1919 to Bondholder's Protective Association, which in turn sold the property to Indiana Service Corporation on January 15, 1920.
- H. Passengers carried (1919): 21,751,651. Freight car miles (1919): 279,255.

FORT WAYNE AND NORTHWESTERN RAILWAY COMPANY

- A. April 12, 1913.
- B. Successor (by purchase at foreclosure) to Toledo and Chicago Interurban Railway.
- C. \$1,950,000.
- D. April 15, 1913.
- E. Fort Wayne-Garrett, 20.4 miles; Garrett-Kendallville, 11.6 miles; Garrett-Waterloo, 9.8 miles; other, 1.6 miles; trackage over Fort Wayne and Northern Indiana Traction Company in Fort Wayne, 1.22 miles; total, 44.6 miles (1913).
- F. Passenger: 7 (power 6, trail 1). Freight: 9 (power 2, trail 7). Service: 10 (power 4, trail 6). Total (1920): 26.
- G. Sold to Indiana Service Corporation, October 1, 1924.
- H. Freight car miles (1916): 109,241.



Fort Wayne and Southwestern No. 304, just prior to delivery in 1902.

Credit: McGraw-Hill Publishing Company.



Plan of Fort Wayne and Southwestern No. 304.

Credit: McGraw-Hill Publishing Company.



Fort Wayne Traction 128 poses with its motorman, conductor, and a member of the board of directors about the turn of the century.

Credit: Malcolm McCarter.



Fort Wayne, Van Wert and Lima limited car 5, at Lima(?), 1906.

Credit: O. F. Lee.

FORT WAYNE AND SOUTHWESTERN TRACTION COMPANY

January 4, 1901.

Original company.

\$600,000.

Fort Wayne-Huntington, March 30, 1902; Huntington-Wabash, August 10, 1902.

Fort Wayne-Wabash, 45 miles (1902).

Passenger: power 8. Freight: express trail 1. Total (1903): 9.

Sold to Fort Wayne and Wabash Valley Traction Company on October 28, 1904.

FORT WAYNE AND SPRINGFIELD RAILWAY COMPANY

June 30, 1903.

Original company.

\$300,000, increased to \$1,000,000 in 1910.

February 2, 1907.

Fort Wayne-Decatur, 19.3 miles; other, 1.25 miles; trackage over Fort Wayne and Wabash Valley in Fort Wayne, 2.3 miles; total, 22.85 miles (1911).

Passenger service (1914): half-hourly.

Passenger: power 3. Freight: 2 (power 1, trail 1). Service: 15. Total (1909): 20.

Sold at receiver's sale to Fort Wayne and Decatur Traction Company, February 15, 1916.

Passengers carried (1910): 201,935. Freight car miles (1915): 22,380.

Flood damages in 1913 amounted to more than \$11,000, with smaller floods in 1914 and 1915.

FORT WAYNE STREET RAILWAY COMPANY

August 22, 1887.

Successor (reorganization) to mule line of the same name.

\$300,000.

September 1, 1887.

Fort Wayne, 26 miles (1892).

Passenger: 60 (power 42, horse 18). Total (1891): 60.

Sold to Fort Wayne Electric Railway Company, August 18, 1892.

Electrification begun in 1891.

FORT WAYNE TRACTION COMPANY

November 8, 1899.

Successor (by purchase at foreclosure sale) to Fort Wayne Consolidated Railway Company.

\$2,000,000.

November 8, 1899.

Fort Wayne: main, 20 miles; other, 11 miles; total, 31 miles (1900).

Passenger: 95 (1901).

Merged into Fort Wayne and Wabash Valley Traction Company, February 25, 1904.

Passengers carried (1901): 5,703,659.

In 1900, bought properties of the Lakeside Street Railway Company, thereby consolidating all electric railways in Fort Wayne into one company.

FORT WAYNE, VAN WERT AND LIMA TRACTION COMPANY

A. March 25, 1906.

B. Merger of Fort Wayne, Van Wert and Lima Traction Company (proposed Indiana company) and Lima, Delphos, Van Wert and Fort Wayne Traction Company (proposed Ohio company).

C. \$2,000,000, reduced in 1917 to \$1,000,000.

D. Lima-Van Wert (Ohio), February 1, 1905; Van Wert-Fort Wayne, November 1, 1905.

E. Fort Wayne-Lima, 64.7 miles; other, 1.81 miles; total, 66.51 miles (1917).

Passenger service (1917): 4 limited and 8 local daily round trips between Fort Wayne and Lima (operated as division of Ohio Electric Railway Company).

F. Rolling stock assigned as needed by Ohio Electric Railway Company.

G. Sold at receiver's sale to Fort Wayne-Lima Railroad Company, April 1, 1927.

H. Leased to Lima and Toledo Traction Company (Ohio) till expiration of franchises (25 and 50 years) on March 1, 1906, which company was sold and the lease assigned to the Ohio Electric Railway on August 31, 1907. Ohio Electric retained the lease and assumed ownership December 11, 1916 by stock purchase, but in January 1921 turned the ownership over to the original stockholders of the line, who immediately entered receivership, which condition existed till the sale in 1927.

FORT WAYNE AND WABASH VALLEY TRACTION COMPANY

A. February 17, 1904.

B. Successor (name change) to Fort Wayne, Logansport, Lafayette and Lima Traction Company (proposed company, did no building).

C. \$7,500,000.

D. Lafayette, June 26, 1903 (bought Lafayette Street Railway); Fort Wayne, February 25, 1904 (merged Fort Wayne Traction Company); Logansport, February 27, 1904 (merged Logansport Railway Company); Logansport-Peru, February 27, 1904 (merged Logansport, Rochester and Northern Traction Company and Wabash-Logansport Traction Company); Wabash-Peru, Wabash, Peru, February 29, 1904 (merged Wabash River Traction Company); Fort Wayne-Wabash, July 3, 1904 (bought Fort Wayne and Southwestern Traction Company); Fort Wayne-Bluffton, July 1, 1907 (leased Fort Wayne, Bluffton and Marion Traction Company on completion); Logansport-Lafayette, March 1, 1908 (leased Lafayette and Logansport Traction Company).

E. Interurban: Fort Wayne-Lafayette (through service opened October 1, 1907), 114.2 miles; Fort Wayne-Bluffton, 24.8 miles; total, 139 miles. City: Fort Wayne, 41 miles; Lafayette, 13 miles; Logansport, 11 miles; Wabash, 4 miles; Peru, 2 miles; total, 71 miles. Grand total (1908): 208 miles.

Passenger service (1908): 10 daily round trips Fort Wayne-Lafayette and 6 Fort Wayne-Bluffton, plus 2 daily limiteds Fort Wayne-Indianapolis via Peru and 4 Fort Wayne-Indianapolis via Bluffton and Muncie, the limited service in conjunction with Union Traction Company of Indiana.

- F. Passenger: Interurban 25 power; city 160 (power 100, trail 60). Freight: 24 (power 7, trail 17). Service: 15 (power 10, trail 5). Total (1910): 224.
- G. Reorganized and refinanced as Fort Wayne and Northern Indiana Traction Company, February 25, 1911.

FRENCH LICK AND WEST BADEN RAILROAD COMPANY

- A. June 27, 1903.
- B. Original company.
- C. \$50,000.
- D. November 9, 1903.
- E. French Lick-West Baden, 1.1 miles (1908).
- F. Passenger: power 2. Service: power 2. Total (1910): 4.
- G. Changed name to French Lick and West Baden Street Railway Company, July 1, 1916.
- H. Passengers carried (1908): 266,200.

FRENCH LICK AND WEST BADEN STREET RAILWAY COMPANY

- A. July 1, 1916.
- B. Successor (name change) to French Lick and West Baden Railroad Company.
- C. \$50,000.
- D. July 1, 1916.
- E. French Lick-West Baden, 1.1 miles; other, .57 mile; total, 1.67 miles (1917).
- F. Passenger: power 2. Service: power 1. Total (1917): 3.
- G. Ceased operation July 10, 1919.

GARY AND CONNECTING RAILROAD

- A. July 20, 1920.
- B. Successor (by purchase at receiver's sale) to Gary Connecting Railways.
- C. \$100,000.
- D. July 20, 1920.
- E. Gary-Woodville, 15.6 miles (1920). Leased to Gary and Valparaiso Railway Company, July 20, 1920, and operated as a division of that company.
- F. Rolling stock furnished by Gary and Valparaiso Railway Company.
- G. Sold to Gary Railways Company, August 15, 1925.

GARY CONNECTING RAILWAYS

- A. June 1, 1911.
- B. Original company.
- C. \$900,000.
- D. Gary-East Gary, January 6, 1912; East Gary-Woodville, August 14, 1912. Through service, Gary-LaPorte, inaugurated September 5, 1912.
- E. Gary-Woodville Junction, 15.6 miles (1912). Leased to Goshen, South Bend and Chicago, June 1, 1912, and operated as part of that company.

- F. Passenger: power 2. Express: power 1. Total (1912): 3.

- G. Merged into Gary and Interurban Railroad, January 28, 1913. Regained corporate entity September 18, 1917, when Gary and Interurban Railroad was split into its various constituent units. Leased November 19, 1917, to Gary and Valparaiso Railway Company, which lease existed until July 20, 1920, when the company was sold to Gary and Connecting Railroad, which had purchased the property at receiver's sale. The Gary and Connecting Railroad immediately re-leased the property to the Gary and Valparaiso Railway.

GARY, HOBART AND EASTERN TRACTION COMPANY

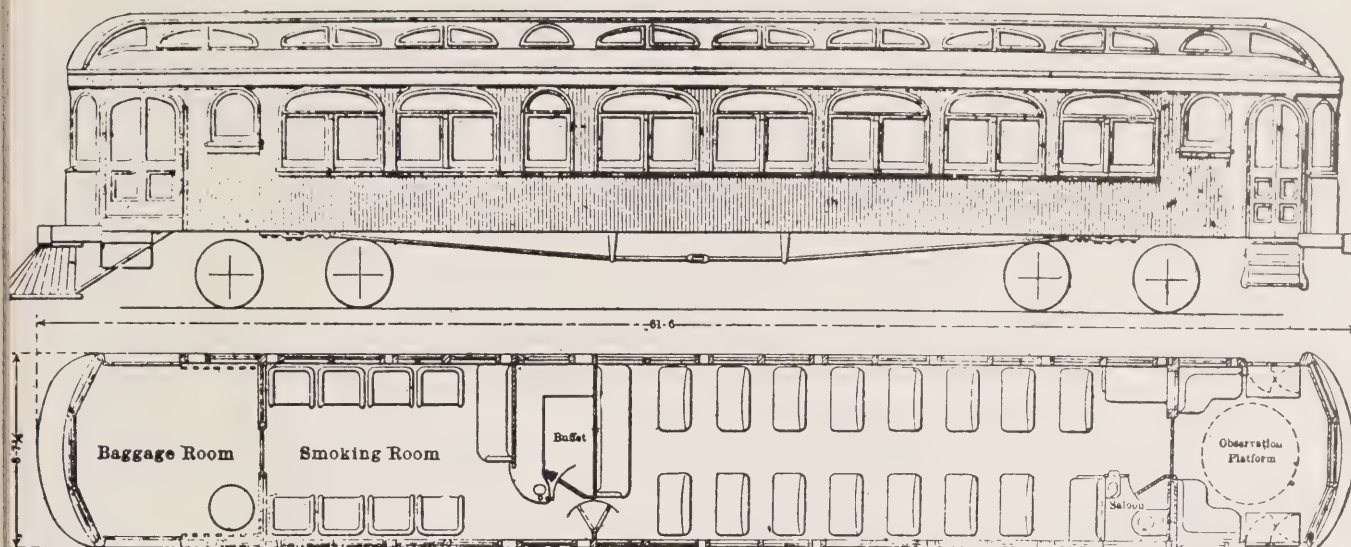
- A. January 27, 1911.
- B. Original company.
- C. \$25,000.
- D. September 21, 1912, using gas-electric car. Operation was suspended, due to operating difficulties, in November, and the road remained idle for over a year. Electrified, it was reopened May 3, 1914.
- E. Gary-Hobart, 5.42 miles; trackage (over Gary and Interurban Railroad), 3.82 miles; total, 9.24 miles (1914). Passenger service (1914): hourly.
- F. Passenger: power 3. Service: 4 (power 1, trail 3). Total (1916): 7.
- G. Sold at receiver's sale to Gary and Hobart Traction Company, March 26, 1917.
- H. Passengers carried (1916): 622,306.

GARY AND HOBART TRACTION COMPANY

- A. March 26, 1917.
- B. Successor (by purchase at foreclosure sale) to Gary, Hobart and Eastern Traction Company.
- C. \$60,000.
- D. March 26, 1917.
- E. Gary-Hobart, 5.42 miles; trackage, 3.82 miles; total, 9.24 miles (1920). Passenger service (1920): one and a half hourly, with extra cars assigned for the shift changes at the steel mills in Gary.
- F. Passenger: power 4. Freight: power 2. Service: power 1. Total (1920): 7.
- G. Merged into Gary Railways Company, August 15, 1925.

GARY AND INTERURBAN RAILROAD

- A. January 28, 1913.
- B. Successor (through consolidation) to Gary and Interurban Railway Company, Gary Connecting Railways Company, Valparaiso and Northern Railway, and the Goshen, South Bend, and Chicago Railroad Company.
- C. \$5,000,000.
- D. January 28, 1913.
- E. Gary-Hammond, 22 miles; Gary-Woodville Junction, 15.6 miles; Valparaiso-Chesterton, 11 miles; Goodrum-LaPorte, 19.7 miles; leased East Chicago Street Railway (5th Avenue in Gary-Indiana Harbor), 11 miles, February 28, 1913; total, 79.3 miles (1913).



COMBINATION CAR, FORT WAYNE & WABASH VALLEY

Plan of Fort Wayne and Wabash Valley parlor car, 1906.

Credit: McGraw-Hill Publishing Company.



French Lick and West Baden No. 1, about 1905.

Credit: Harry H. Robbins.



Gary Railways No. 50 makes a trial run to Crown Point, fall 1929.

Credit: Glenn Niceley.



Gary and Southern No. 6, at the builder's in 1912.

Credit: McGraw-Hill Publishing Company.

Passenger: 37 (power 34, trail 3). Freight: 6 (power 1, trail 5). Service: 5 (power 3, trail 2). Total (1915): 48.

Split (by terms of new franchise) into component companies on September 18, 1917. Gary Street Railway Company succeeded Gary and Interurban Railway, and leased East Chicago Street Railway. Gary and Valparaiso Railway took over the Valparaiso and Northern Railway property and leased the Gary and Connecting Railroad. Goshen, South Bend, and Chicago continued operation until November 3, 1917, when it abandoned the LaPorte-Goodrum line.

Passengers carried (1914): 5,525,770. Freight car miles (1914): 57,386.

Company owned the entire capital stock of the East Chicago Street Railway and operated it under lease from its date of completion.

GARY AND INTERURBAN RAILWAY COMPANY

July 18, 1907.

Original company.

\$400,000, increased to \$1,000,000 in 1909.

Gary, May 20, 1908; Gary-Hammond, February 8, 1910.

Gary-Hammond: main, 10.40 miles; other, 10.34 miles; total, 20.74 miles (1912).

Passenger service (1911): half-hourly.

Passenger: power 20. Service: 5 (power 2, trail 3). Total (1912): 25.

Merged into Gary and Interurban Railroad, January 28, 1913. Regained corporate entity September 18, 1917, when Gary and Interurban Railroad was split, under the terms of a new franchise, into its component parts. The company was then bought by a new company, Gary Street Railway Company, on September 26, 1917.

Passengers carried (1912): 4,022,722.

GARY RAILWAYS COMPANY

August 25, 1925.

Successor (name change) to Gary Street Railway Company. At time of changing corporate title, bought properties of Gary and Valparaiso Railway, Gary and Hobart Traction Company, and Gary and Connecting Railroad, merging them into one system under the above title.

\$2,000,000.

August 25, 1925.

Gary-Hammond, 32 miles; Gary-Indiana Harbor-East Chicago, 11 miles; Gary-Valparaiso, 19.2 miles; Gary-Hobart, 5.4 miles; other, 4.6 miles; total, 72.2 miles (1925). Gary-Crown Point, 14.5 miles, October 1, 1928 (leased from Gary and Southern Traction Company); total, 89.1 miles (1929).

Passenger service (1926): Gary-Hammond, half-hourly; Gary-East Chicago (via Indiana Harbor), half-hourly; Gary-Valparaiso, Gary-Hobart, Gary-Crown Point (1928), hourly. (1938): Gary-Hammond-Indiana Harbor, half hourly; Gary-Valparaiso, alternating Valparaiso, two-hourly, and Garyton, hourly; Gary-Hobart, hourly.

F. Passenger: 93 (power 79, trail 14). Freight: 14 (power 8, trail 6). Service: 5. Total (1925): 112.

G. Abandonments: Gary-Crown Point, June 17, 1933; Garyton-Valparaiso, October 22, 1938; Gary-Hobart and Gary-Indiana Harbor, March 19, 1939; Gary-Garyton, January 25, 1942.

Reorganized as Gary Railways, Inc. April 28, 1943.

H. Passengers carried (1926): 17,843,470.

GARY RAILWAYS, INC.

A. April 28, 1943.

B. Successor (through reorganization) to Gary Railways Company.

C. \$100,000.

D. April 28, 1943.

E. Gary and Hammond, 27.99 miles (1944).

Passenger service (1944); varied, mainly half-hourly.

F. Passenger: 42. Service: 7. Total (1944): 49.

G. Abandoned: Hammond line, August 21, 1946; Broadway (Gary), August 31, 1946; and the last, National Tube line, February 28, 1947.

H. Same company today operates over 200 miles of bus lines in Gary and vicinity.

GARY AND SOUTHERN TRACTION COMPANY

A. May 25, 1908.

B. Original company.

C. \$10,000, increased to \$300,000 August 11, 1911.

D. July 1, 1912.

E. Gary-Crown Point, 14.5 miles; other, 4.1 miles; total, 18.6 miles (1913).

Passenger service (1915): hourly.

F. Passenger: 4. Service: 1. Total (1915): 5.

G. Leased to Gary Railways Company, October 1, 1928, which company abandoned the line on June 17, 1933, and substituted bus service.

H. Lease transferred to Gary Railways, Inc. at time of reorganization in 1943.

GARY STREET RAILWAY COMPANY

A. September 26, 1917.

B. Successor (by purchase at foreclosure sale) to Gary and Interurban Railway.

C. \$730,000.

D. September 26, 1917.

E. Gary-Hammond, 22 miles; Gary-Indiana Harbor-East Chicago, 11 miles; total, 33 miles (1919). Passenger service (1919): Gary-Hammond, half hourly; Gary-East Chicago, half hourly.

F. Passenger: 57 (power 47, trail 10). Service: 5 (power 3, trail 2). Total (1920): 62.

G. Merged into Gary Railways Company, August 15, 1925.

H. Passengers carried (1924): 12,527,906.

GARY AND VALPARAISO RAILWAY COMPANY

A. November 19, 1917.

B. Successor (by purchase at foreclosure sale) to Valparaiso and Northern Railway.

C. \$10,000.

D. November 19, 1917.

- E. Valparaiso-Chesterton, 11 miles; Woodville Junction-Gary (leased property of Gary and Connecting Railroad), 15.6 miles; total, 26.6 miles (1917).

Passenger service (1919): Gary-Valparaiso, hourly with connecting shuttle at Woodville Junction for Chesterton.

- F. Passenger: power 2. Freight: 5 (power 1, trail 4). Service: power 1. Funeral: 1. Total (1920): 9.
- G. Abandoned shuttle service from Woodville Junction to Chesterton, 3.3 miles, April 30, 1922. Merged into Gary Railways Company, August 15, 1925.

GENERAL POWER AND QUICK TRANSIT COMPANY

- A. April 2, 1894.
- B. Original company (built new line to replace old line of South Bend and Mishawaka Railway Company).
- C. \$100,000.
- D. January 1, 1896.
- E. South Bend-Mishawaka, 4 miles on south side of Saint Joseph River (1896).
- F. Passenger: power 6. Service: 1. Total (1898): 7.
- G. Merged into Indiana Railway Company, March 15, 1899.

GOSHEN, SOUTH BEND AND CHICAGO RAILROAD COMPANY

- A. April 16, 1906.
- B. Original company.
- C. \$150,000.
- D. LaPorte-South LaPorte, June 15, 1907; South LaPorte-Goodrum, November 1, 1911.
- E. LaPorte-Goodrum, 18.5 miles; other, 1.5 miles; total, 20 miles (1912).
Passenger service (1912): LaPorte-Hammond, 6 daily round trips (in conjunction with Gary and Interurban Railway and over leased trackage of Gary Connecting Railways and Valparaiso and Northern Railway, both of which were controlled by stock ownership).
- F. Passenger: 7 (power 4, trail 3). Freight: 7 (power 1, trail 6). Service: power 1. Total (1912): 15.
- G. Merged into Gary and Interurban Railroad, January 28, 1913. Regained corporate entity September 18, 1917, when Gary and Interurban was split up to meet new franchise terms. The company continued operation until November 3, 1917, when it abandoned the LaPorte-Goodrum line and went out of business.
- H. Passengers carried (1912): 103,198.
Company was first operating unit in the Chicago to New York plan of the Chicago-New York Electric Airline Railroad, which controlled it through stock ownership. In turn, the Goshen, South Bend and Chicago owned the entire capital stock of the Gary and Connecting Railway and the majority of the Valparaiso and Northern Railway stock, and leased the properties of both companies.

HAMMOND, WHITING AND EAST CHICAGO ELECTRIC RAILWAY COMPANY

- A. December 22, 1893.
- B. Successor (change of name) to Whiting, Hammond and East Chicago Railway.
- C. \$100,000 (1893), increased to \$1,000,000 in 1904.
- D. Hammond, Hammond-East Chicago-Whiting, December 22, 1893; Whiting-Illinois state line (connection with Chicago city lines), March 12, 1894; Hammond-Whiting, June 18, 1895.
- E. Hammond-East Chicago-Whiting-Chicago (63d and Madison), 12 miles (1896).
- F. Passenger: 28 (power 17, trail 11). Service: power 2. Total (1898): 30.
- G. Sold to Hammond, Whiting and East Chicago Railway Company, February 4, 1910.
- H. Operated in conjunction with South Chicago City Railway Company, which purchased a controlling interest in the company in 1896.

HAMMOND, WHITING AND EAST CHICAGO RAILWAY COMPANY

- A. January 29, 1910.
- B. Successor (by purchase) to Hammond, Whiting and East Chicago Electric Railway Company.
- C. \$1,000,000.
- D. Hammond-East Chicago-Whiting-Chicago (63d and Madison), February 4, 1910; East Chicago-Indiana Harbor, September 12, 1913.
- E. Hammond-Whiting-East Chicago-Indiana Harbor-Chicago, 37 miles (1920).
- F. Passenger: 32 (power 31, trail 1). Service: 12 (power 10, trail 2). Total (1920): 44.
- G. Sold at foreclosure to Calumet Railways, December 24, 1929.
- H. Equipment was also leased as needed from the Chicago city lines.

HIGHLAND RAILROAD COMPANY

- A. November 9, 1895.
- B. Successor (by purchase) to New Albany Highland Railway Company.
- C. \$25,000, increased to \$600,000 by 1902.
- D. December 1, 1895.
- E. New Albany-Silver Hills, 1.5 miles (1902). Passenger service (1904): hourly.
- F. Passenger: 6 (power 3, trail 3). Total (1902): 6.
- G. Merged into Louisville and Southern Indiana Traction Company, September 1904.

HOME TRANSIT INCORPORATED

- A. November 8, 1933.
- B. Successor to Public Service Company of Indiana (local railway operations only).
- C. 1000 shares no par value (\$4000 paid in, 1933).
- D. May 1, 1934.
- E. New Albany, 6 miles (1940).
- F. Passenger: 8 Birneys (1946).
- G. Converted to bus, January 31, 1946.



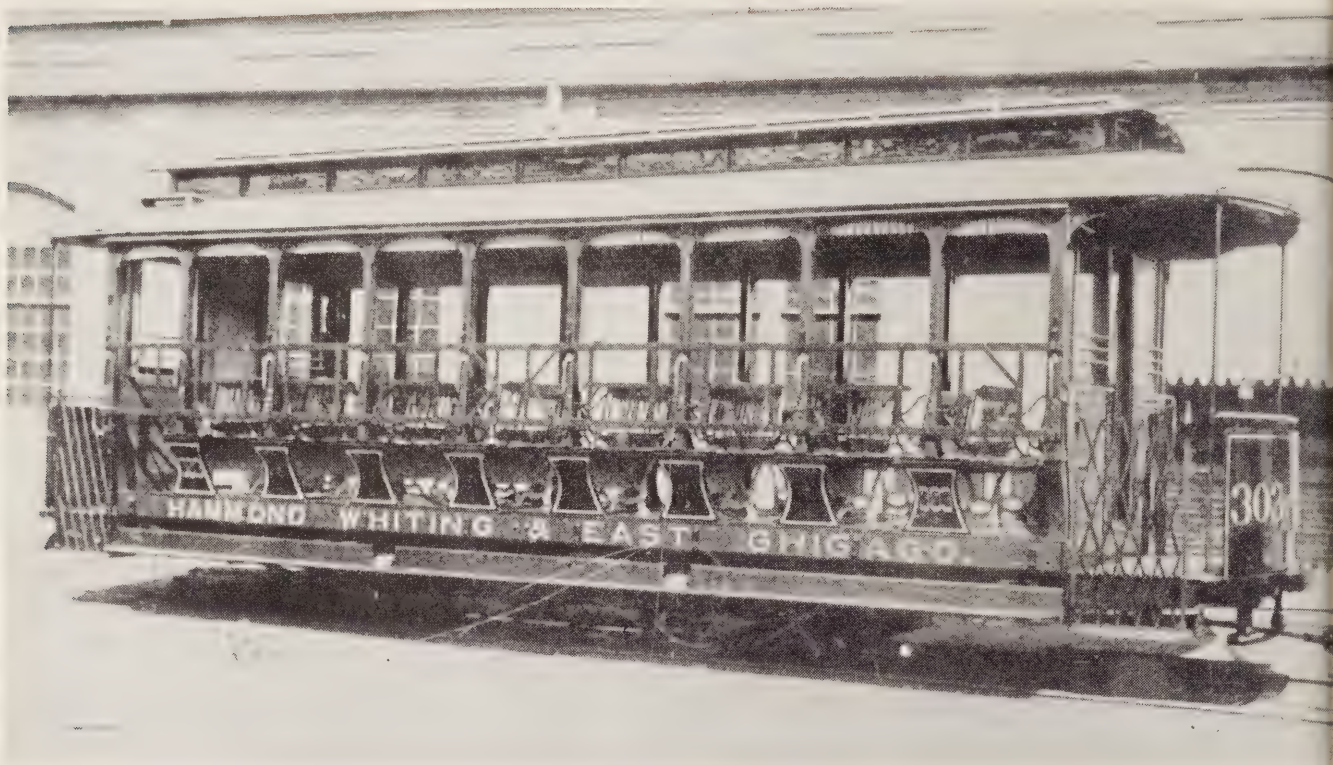
Gary Street Railway No. 207, May 1919.

Credit: McGraw-Hill Publishing Company.



Goshen, South Bend and Chicago No. 103, in 1907.

Credit: M. O. Callahan.



Hammond, Whiting, and East Chicago Electric Railway 303, at Pullman-Standard Car Co. shops, 1896.

Credit: Pullman-Standard Car Co.



Hammond, Whiting and East Chicago Railway car 69, 1917.

Credit: J. M. Ross.



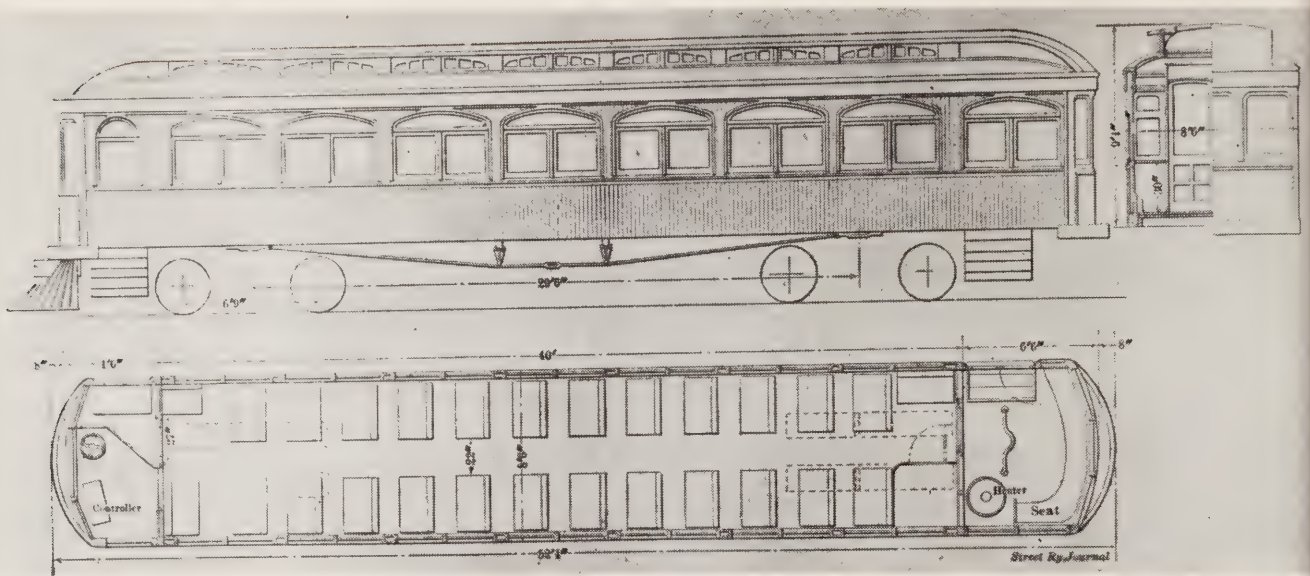
Home Transit car 88, New Albany, 1938.

Credit: George Yater.



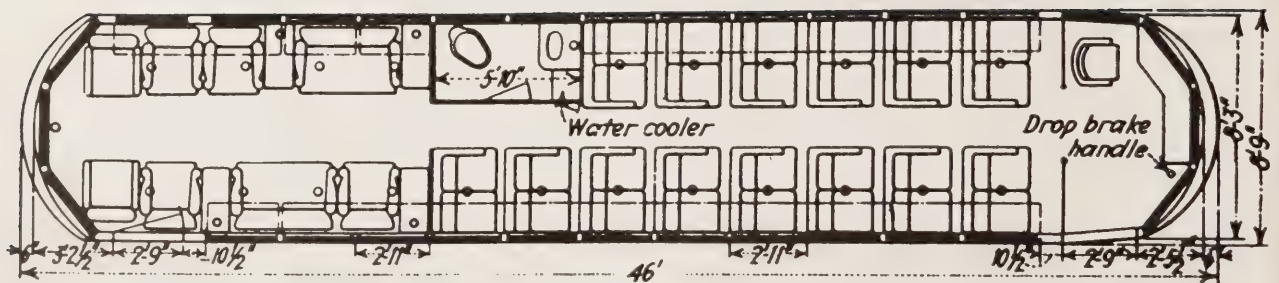
Indiana Electric Railway No. 12 at Main and Clinton Streets in Goshen in 1896.

Credit: Charles V. Hess.



Plan of Indiana Northern standard car, 1904.

Credit: McGraw-Hill Publishing Company.



Plan of American Car and Foundry's deluxe observation series ("High-speeds") for Indiana Railroad, 1931.

Credit: McGraw-Hill Publishing Company.

INDIANA ELECTRIC RAILWAY COMPANY

May 15, 1894.

Successor (by purchase at foreclosure sale) to Elkhart Electric and Railway Company.

\$25,000, increased to \$110,000 in 1898.

Elkhart, May 15, 1894; Goshen, July 4, 1896.

Elkhart, 7 miles; Goshen, 4 miles; total, 11 miles (1898).

Passenger: 6 (power 4, trail 2). Service: power 2. Total (1898): 8.

Merged into Indiana Railway Company, March 15, 1899.

INDIANA NORTHERN TRACTION COMPANY

February 24, 1903.

Original company.

\$25,000.

December 22, 1904.

Marion-Wabash, 19.8 miles (1904).

Passenger service (1905): hourly.

Passenger: power 4. Service: power 1. Total (1905): 5.

Sold to Indiana Union Traction Company, December 2, 1905.

INDIANA RAILROAD SYSTEM

July 2, 1930.

Successor (by purchase at foreclosure sale) to Union Traction Company of Indiana. Owned by Midland United Company, a holding company for various public utilities in the midwest (most of them in Indiana), which also had control over the electric railroad properties of Indiana Service Corporation, Northern Indiana Power Company, and Interstate Public Service Company, the Indiana Railroad System operated all these properties under one management. Also under the same management, but operated independently, was the Fort Wayne-Lima Railroad (owned by Indiana Service Corporation). This organizational setup, incidentally, was one of the first in the country to separate power and rail operations in the public utilities field.

\$500 (backed by Midland United Company resources).

August 1, 1930.

Interurban: Indianapolis-Muncie-Fort Wayne, 123 miles; Indianapolis-Peru, 76 miles; Kokomo-Logansport, 24 miles; Anderson-Wabash, 54 miles; Indianapolis-New Castle-Muncie, 63 miles; Tipton-Alexandria, 20 miles; Frankfort-Marion-Bluffton, 85 miles; Fort Wayne-Lafayette, 114 miles; Fort Wayne-Garrett-Kendallville, 32 miles; Garrett-Waterloo, 10 miles; Indianapolis-Louisville, 117 miles; Watson Junction-Charlestown, 7 miles; Jeffersonville-New Albany, 5 miles; total, 730 miles. City: Muncie, 16 miles; Anderson, 10 miles; Marion, 15 miles; Peru, 2 miles; Wabash, 2 miles; Logansport, 3 miles; New Albany, 10 miles; Jeffersonville, 4 miles; total, 62 miles. Grand total, 792 miles (August 1, 1930).

Passenger service (First Consolidated Timetable, Indiana Railroad System, September 28, 1930): Indianapolis-Muncie-Fort Wayne, 8 daily round trips, plus Indianapolis-Muncie and Fort Wayne-Bluffton service; Indianapolis-Peru-Fort Wayne, 4 daily round trips, plus Indianapolis-Kokomo and Indianapolis-Peru runs; Anderson-Marion, 12 round trips daily (Marion-Wabash was not included due to planned abandonment of the route, but local service was offered for six weeks thereafter although not on the timetable); Tipton-Alexandria, 13 daily round trips; Indianapolis-New Castle-Muncie, 8 daily round trips, plus Indianapolis-New Castle and Muncie-New Castle; Indianapolis-Fort Benjamin Harrison, 13 daily round trips; Fort Wayne-Peru-Lafayette, 6 daily round trips, plus Fort Wayne-Huntington, Fort Wayne-Peru, and Peru-Lafayette; Fort Wayne-Bluffton-Marion, 8 daily round trips; Marion-Kokomo-Frankfort, 10 daily round trips, plus Marion-Kokomo and Frankfort-Kokomo; Fort Wayne-Waterloo, 7 daily round trips with connection at Garrett for Kendallville; Fort Wayne-Kendallville, 8 daily round trips with connection at Garrett for Waterloo; Indianapolis-Louisville, 8 daily round trips, plus Indianapolis-Seymour, Indianapolis-Columbus, Louisville-Seymour, and Columbus-Seymour.

Special passenger service included parlor-dining car between Indianapolis and Fort Wayne (via either Muncie or Peru) and between Indianapolis and Louisville, plus sleeper service between Indianapolis and Louisville. The parlor-dining service was discontinued in December 1930, and the sleepers in November 1932.

Later additions to the system included: Terre Haute, Indianapolis and Eastern Traction Company properties (bought by Midland United for Indiana Railroad), June 29, 1931: Terre Haute-Richmond, 141 miles; Dunreith-New Castle, 11 miles; Terre Haute, 28 miles; Richmond, 13 miles; total, 214 miles. Grand total system mileage on July 1, 1931 was 935 (interurban, 842; city, 93).

Bought Dayton and Western Traction Company, Richmond-Dayton (Ohio), 40 miles, on August 12, 1936.

F. Passenger: 204 (interurban 67, city and suburban 137). Freight: 132. Service: 149. Total (1932): 485.

G. Abandonments: Kokomo-Logansport, Marion-Wabash, September 15, 1930; Marion-Bluffton, Wabash, August 15, 1931; Alexandria-Tipton, Muncie, October 31, 1931 (Alexandria-Tipton passenger service discontinued June 30, 1931); Indianapolis-Dunreith, January 5, 1932; Terre Haute-Sanford, January 25, 1932; Watson Junction-Charlestown, May 10, 1932; Louisville-Jeffersonville, Jeffersonville, New Albany-Silver Hills, May 15, 1932; Lafayette-Peru, Logansport, May 21, 1932; Anderson-Marion, Frankfort-Marion, June 24, 1932; Marion, April 1, 1933 (sold to Marion Railways, Inc.); New Albany (sold to Home Transit, Inc.), New Albany-Louis-

ville (sold to New Albany and Louisville Railway), New Albany-Jeffersonville, April 21, 1934; Peru, December 12, 1934; Garrett-Kendallville, Garrett-Waterloo, February 15, 1937; Indianapolis-New Castle-Dayton, May 9, 1937; Richmond, April 24, 1938; Indianapolis-Peru-Fort Wayne, September 10, 1938; Anderson, June 30, 1939; Seymour-Louisville, Terre Haute, October 31, 1939; Indianapolis-Terre Haute, January 10, 1940; Indianapolis-Muncie-Fort Wayne, Muncie-New Castle, January 18, 1941; Brinkley mine (east of Terre Haute) to Milwaukee Road line at Terre Haute, freight service, April 30, 1942. Also on January 18, 1941, the Indianapolis-Seymour line was turned over to Public Service Company of Indiana for operation, and Fort Wayne-Garrett to Indiana Service Corporation.

- H. Held several long term leases, including Indianapolis-New Castle (Indianapolis, New Castle and Eastern Traction Company), 999 years from October 25, 1912; Muncie-Bluffton (Muncie, Hartford and Fort Wayne Railway), 999 years from June 27, 1906; and Fort Wayne-Peru and Fort Wayne-Bluffton (Indiana Service Corporation), indeterminate.

At the peak of its short but active life, the Indiana Railroad System was the largest interurban railroad system in the world.

INDIANA RAILWAY COMPANY

- A. March 15, 1899.
 B. Successor (through consolidation) to South Bend and Elkhart Railway Company, South Bend Street Railway Company, Indiana Electric Railway Company, General Power and Quick Transit Company, and Elkhart, Goshen and Southern Railway Company (under construction).
 C. \$1,000,000, increased to \$3,000,000 in 1904.
 D. April 1, 1899.
 E. South Bend-Elkhart, 15.4 miles; South Bend, 8 miles; Mishawaka, 1.5 miles; Elkhart, 7 miles; Goshen, 4 miles; total, 35.9 miles (1899). Elkhart-Goshen, 10.5 miles, August 1, 1899. Total, 46.4 miles (August 1, 1899).
 F. Passenger: 60. Service: 5. Total (1902): 65.
 G. Merged into Northern Indiana Railway, December 14, 1905.
 H. Bought franchises and charters, between South Bend and Michigan City via New Carlisle, from the Indiana Western Railway Company, December 14, 1904.

INDIANA RAILWAYS AND LIGHT COMPANY

- A. December 7, 1912.
 B. Successor (through consolidation) to Kokomo, Marion and Western Traction Company, Kokomo, Frankfort and Western Traction Company, and Kokomo Public Utilities Company (heating).
 C. \$3,000,000.
 D. December 7, 1912.
 E. Frankfort-Marion, 52.9 miles; Kokomo, 8.9 miles; total, 61.8 miles (1917).

Passenger service (1917): 13 daily round trips (one hour and twenty minute schedule) Frankfort-Marion, plus Marion-Kokomo and Frankfort-Kokomo.

- F. Passenger: power 31. Freight: power 3. Service: 7 (power 3, trail 4). Total (1913): 41.
 G. Merged into Northern Indiana Power Company, November 7, 1922.
 H. Passengers carried (1920): 4,436,271.

INDIANA SERVICE CORPORATION

- A. January 15, 1920.
 B. Successor (by purchase from Bondholder's Protective Association) to Fort Wayne and Northern Indiana Traction Company. Incorporated by members of Bondholder's Association as an operating company.
 C. \$10,000,000.
 D. April 29, 1920.
 E. Fort Wayne-Lafayette, 114 miles; Fort Wayne-Bluffton, 25 miles; Fort Wayne, 49 miles; Lafayette, 18 miles; Logansport, 11 miles; Wabash, 2 miles; Peru, 2 miles; total, 221 miles (1920). Fort Wayne-Garrett-Kendallville, 32 miles; Garrett-Waterloo, 10 miles; October 1, 1924 (bought Fort Wayne and Northwestern Traction Company). Bluffton-Marion, 32 miles, August 1, 1926 (bought Marion and Bluffton Traction Company). Mileage (1926): interurban, 213, city 64, total 277.

Passenger service (1921): Fort Wayne-Lafayette, 8 round trips daily, plus Fort Wayne-Peru, Fort Wayne-Huntington, Logansport-Peru, and Logansport-Lafayette runs; Fort Wayne-Bluffton, 2 daily round trips, plus 7 daily round trips to Indianapolis and 4 to Muncie (in conjunction with Union Traction Company of Indiana).

- F. Passenger: 190 (power 188, trail 2). Freight: 106 (power 26, trail 80). Service: 18 (power 10, trail 8). Total (1928): 314.
 G. Transferred Lafayette city lines to Lafayette Street Railway Company, April 28, 1920. Abandoned: Marion-Bluffton, August 15, 1931; Wabash, August 15, 1931; Lafayette-Peru, Logansport, May 21, 1932; leased Fort Wayne-Peru and Fort Wayne-Bluffton to Indiana Railroad System, October 31, 1934; Peru, December 12, 1934; Garrett-Waterloo, Garrett-Kendallville, passenger Fort Wayne-Garrett, February 15, 1937; Fort Wayne-Peru, September 10, 1938; Fort Wayne-Bluffton, January 18, 1941 (passenger ceased January 15, 1941); Fort Wayne-Garrett (freight), May 10, 1945; Fort Wayne (sold to other interests for bus and trackless trolley operations only), June 27, 1947.
 H. Passengers carried (1929): 26,175,378; (1939): 13,807,874.
 Rail lines operated under joint management of Indiana Railroad System from August 1, 1930 to January 18, 1941.



Indiana Railroad freight motor 711, at Limesdale, April 1939.

Credit: Jerry Marlette.



Indiana Railway Company open car No. 109, Michigan City, 1903.

Credit: F. G. DeSonia.



Indiana Railway Company No. 204, South Bend, November 1906.

Credit: F. G. DeSonia.



Indiana Railways and Light No. 105 at Forrest station, about 1915.

Credit: Eugene Van Dusen and Harry Zillmer.



Indiana Service Corporation No. 303 at Burrows, 1922.

Credit: J. A. Greenland.



The pride of Indiana Service Corporation, motor coach 378 and trailer parlor 390 ("Little Turtle"), in 1926.

Credit: McGraw-Hill Publishing Company.



Indiana Union Traction No. 135, in Alexandria local service, 1906.

Credit: Charles V. Hess.



Indianapolis and Cincinnati No. 301, 1905.

Credit: McGraw-Hill Publishing Company.

INDIANA UNION TRACTION COMPANY

June 9, 1903.

Original company.

\$5,000,000.

July 1, 1903. Leased properties of Union Traction Company of Indiana (number 1) for 999 years effective that date.

Muncie-Anderson-Indianapolis, 57 miles; Anderson-Marion, 34 miles; Alexandria-Tipton, 20 miles; Muncie, 15 miles; Anderson, 11 miles; Marion, 11 miles; Elwood, 6 miles; total, 154 miles (1903). Indianapolis-Kokomo, 56 miles, December 6, 1903 (leased on completion by Indianapolis and Northern Traction Company); Kokomo-Logansport, 24 miles, July 28, 1904; Kokomo-Peru, 20 miles, July 30, 1904; Indianapolis-Broad Ripple, 8 miles, January 1, 1905 (bought 25% stock of Broad Ripple Traction Company and operated line—other 75% of stock owned by Indianapolis Traction and Terminal Company); Alexandria, 1.5 miles, May, 1905; Anderson-Middletown, 10 miles, August 1, 1905; Marion-Wabash, 20 miles, December 2, 1905 (bought from Indiana Northern Traction Company); Muncie-Bluffton, 42 miles, June 27, 1906 (leased from Muncie, Hartford and Fort Wayne Railway Company); Muncie-Union City, 32 miles, July 1, 1906 (bought from Muncie and Union City Traction Company). Mileage (1906): interurban, 315; city, 52; total, 367.5 miles.

Passenger service (1905): generally hourly on all divisions. Limited service included Indianapolis-Anderson-Muncie, 8 daily round trips plus the Muncie Meteor, 1 trip each way daily; Indianapolis-Anderson-Marion, the Marion Flyer, two daily trips each way; Muncie-Bluffton, 7 daily round trips.

Passenger: city: 139 (power 104, trail 35); interurban: 64 (power 49, trail 15); total 203. Freight: 8 (power 6, trail 2). Service: 55 (power 40, trail 15). Total (1906): 266.

Abandoned local service in Alexandria, 1907.

Merged into Union Traction Company of Indiana (number 2), May 13, 1912.

INDIANA UTILITIES COMPANY

September 1, 1912.

Successor (purchase and name change) to Angola Light and Power Company.

\$200,000.

September 1, 1912.

Angola-Lake James, 3.75 miles (1914).

Passenger service (1915): April 15-October 15, 7 round trips daily.

Passenger: 3 (power 2, trail 1). Service: power 1. Total (1915): 4.

Abandoned October 15, 1918.

INDIANAPOLIS AND BROAD RIPPLE RAPID TRANSIT COMPANY

A. August 8, 1890.

B. Original company.

C. \$100,000.

D. September 10, 1894.

E. Indianapolis-Broad Ripple, 8 miles (1897). Passenger service (1897): half-hourly.

F. Passenger: 20 (power 10, trail 10). Total (1897): 20.

G. Sold at foreclosure sale to Broad Ripple Traction Company, July 15, 1899.

INDIANAPOLIS AND CINCINNATI TRACTION COMPANY (number 1)

A. February 4, 1903.

B. Original company (see 'H' below).

C. \$1,500,000, increased to \$2,000,000 July 1, 1903.

D. Indianapolis-Shelbyville, October 13, 1903; Indianapolis-Rushville, February 20, 1905; Rushville-Connersville, October 28, 1906; Shelbyville-Greensburg, January 30, 1907.

E. Indianapolis-Rushville-Connersville, 58 miles; Indianapolis-Shelbyville-Greensburg, 49 miles; total, 107 miles (1908).

Passenger service (1908): hourly on both divisions, including 4 limited round trips per day on each division.

F. Passenger: power 20. Freight: 7 (power 4, trail 3). Service: 21 (power 9, trail 12). Total (1909): 48.

G. Sold at foreclosure to Indianapolis and Cincinnati Traction Company (number 2), November 21, 1910.

H. Passengers carried (1908): 1,371,568. Freight car miles (1910): 131,797.

Bought controlling interest in Indianapolis, Shelbyville and Southeastern Traction Company, October 13, 1903, and immediately leased its Shelbyville-Indianapolis line for 999 years.

INDIANAPOLIS AND CINCINNATI TRACTION COMPANY (number 2)

A. November 14, 1910.

B. Successor (through purchase at foreclosure and reorganization) to Indianapolis and Cincinnati Traction Company (number 1).

C. \$3,000,000.

D. November 21, 1910.

E. Indianapolis-Connersville, 58 miles; Indianapolis-Greensburg, 49 miles; total, 107 miles (1910).

Passenger service (1917): Indianapolis-Connersville: 2 express, 4 limited, 11 local trains daily each way; Indianapolis-Greensburg: 2 express, 5 limited, 10 local trains daily each way.

F. Passenger: 23 (power 16, trail 7). Freight: 17 (power 6, trail 11). Service: 4 (power 1, trail 3). Total (1917): 44.

- G. Sold at receiver's sale to Indianapolis and Southeastern Railroad Company, April 10, 1928.
- H. Passengers carried (1914): 1,367,312. Freight car miles (1920): 156,086.

INDIANAPOLIS COAL TRACTION COMPANY

- A. August 29, 1903.
- B. Successor (through consolidation) to Indianapolis and Plainfield Electric Railroad Company and the Danville and Cartersburg Railroad Company.
- C. \$2,500,000.
- D. August 29, 1903.
- E. Indianapolis-Plainfield; 14 miles (1904). Passenger service (1904): hourly.
- F. Passenger: power 6. Service: power 1. Total (1904): 7.
- G. Merged into Terre Haute, Indianapolis and Eastern Traction Company, March 1, 1907.

INDIANAPOLIS, COLUMBUS AND SOUTHERN TRACTION COMPANY

- A. November 20, 1902.
- B. Successor (name change) to Indianapolis, Greenwood and Franklin Railroad.
- C. \$285,000, raised to \$600,000 in 1904 and \$1,840,000 in 1917.
- D. November 20, 1902.
- E. Indianapolis-Columbus, 43 miles (1902). Columbus-Seymour, 19 miles, September 28, 1907; total, 62 miles (1907). Passenger service (1910): hourly (alternating Indianapolis-Franklin and Indianapolis-Seymour).
- F. Passenger: 16 (power 10, trail 6). Freight: 12 (power 2, trail 10). Service: 2 (power 1, trail 1). Total (1908): 30.
- G. Leased to Interstate Public Service Company on 999 year lease September 7, 1912. Lease subsequently assigned to Indiana Railroad System for operation as part of that system on July 2, 1930. When Indiana Railroad ceased operation of its last rail lines, on January 18, 1941, the lease reverted to Public Service Company of Indiana, which had succeeded Interstate, and that company operated the line until September 8, 1941, when an accident damaged the majority of the rolling stock and caused cessation of service. Public Service Company then bought out of the lease at a cost of \$2,125,000 and the line was scrapped.

INDIANAPOLIS, CRAWFORDSVILLE AND DANVILLE ELECTRIC RAILWAY COMPANY

- A. April 20, 1912.
- B. Successor (through purchase after foreclosure) to Indianapolis, Crawfordsville and Western Traction Company.
- C. \$800,000.
- D. April 25, 1912.
- E. Indianapolis-Brownsburg-Crawfordsville, 45 miles (1912). Passenger service (1912): hourly.
- F. Passenger: 12 (power 8, trail 4). Freight: 4 (power 2, trail 2). Service: power 2. Total (1912): 18.

- G. Leased to Terre Haute, Indianapolis and Eastern Traction Company for 999 years from May 1, 1912. When THI&E ceased operation of the line on October 31, 1930, THI&E bought out the lease and the line was scrapped.

INDIANAPOLIS, CRAWFORDSVILLE AND WESTERN TRACTION COMPANY

- A. September 19, 1905.
- B. Original company.
- C. \$2,000,000, raised February 6, 1902, to \$3,000,000.
- D. July 7, 1907.
- E. Indianapolis-Brownsburg-Crawfordsville, 45 miles (1907). Passenger service (1908): hourly.
- F. Passenger: 12 (power 8, trail 4). Freight: power 2. Service: power 2. Total (1910): 16.
- G. Sold at foreclosure April 6, 1912, and properties bought by J. T. Elliott and Sons, Indianapolis bond company, which resold them, on April 25, 1912, to Indianapolis, Crawfordsville and Danville Electric Railway.
- H. Passengers carried (1911): 662,927. Freight car miles (1910): 50,961.

INDIANAPOLIS AND EASTERN RAILWAY COMPANY

- A. July 1, 1902.
- B. Successor (through consolidation) to Indianapolis and Greenfield Rapid Transit Company and Indianapolis and Eastern Traction Company.
- C. \$1,200,000.
- D. July 1, 1902.
- E. Indianapolis-Charlottesville, 30 miles; Charlottesville-Knightstown, 4 miles, July 20, 1902; Dunreith-Spiceland, 3 miles, August 8, 1903; Spiceland-New Castle, 8 miles, September 11, 1903; Knightstown-Dublin, 18 miles, September 11, 1903; total, 63 miles (1903). Passenger service (1904): Indianapolis-Dublin (connection with Richmond Street and Interurban Railway Company), 6 trains per day; Indianapolis-Greenfield, hourly; Dunreith-New Castle, 5 trains per day.
- F. Passenger: 14 (power 10, trail 4). Freight: power 2. Service: power 1. Total (1904): 17.
- G. Merged into Terre Haute, Indianapolis and Eastern Traction Company March 1, 1907.

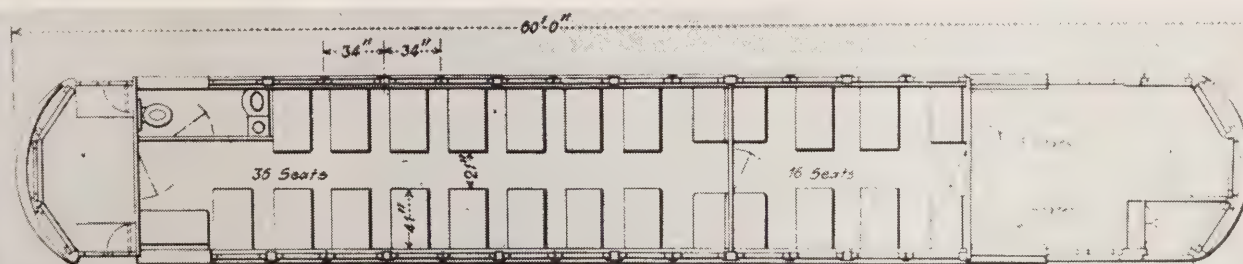
INDIANAPOLIS AND EASTERN TRACTION COMPANY

- A. May 20, 1901.
- B. Successor (name change) to Central Traction Company. Purchased controlling interest in Indianapolis and Greenfield Rapid Transit Company, November 1, 1901.
- C. \$200,000, increased to \$800,000 in 1902.
- D. November 1, 1901.
- E. Indianapolis-Greenfield, 21 miles. Greenfield-Charlottesville, 9 miles, May 12, 1902; total, 30 miles (1902). Passenger service (1901): Indianapolis-Greenfield: hourly.
- F. Passenger: power 7. Service: power 1. Total (1902): 8.



Indianapolis and Cincinnati No. 606, on delivery in July 1924.

Credit: Hudson R. Biery.



Plan of Indianapolis and Cincinnati 600 series, 1924.

Credit: McGraw-Hill Publishing Company.



Indianapolis, Columbus and Southern No. 8, at Greenwood shops, 1908.

Credit: V. V. Slater.



Indianapolis, Crawfordsville and Western limited train, 1911.

Credit: McGraw-Hill Publishing Company.

Merged into Indianapolis and Eastern Railway Company, July 1, 1902.

Operated Indianapolis and Greenfield Rapid Transit under direct control (not lease) with both companies retaining their corporate entities.

INDIANAPOLIS AND GREENFIELD RAPID TRANSIT COMPANY

February 1, 1899.

Original company.

\$10,000, increased to \$400,000 in September 1899.

June 19, 1900.

Indianapolis-Greenfield, 21 miles, June 19, 1900; Greenfield-Charlottesville, 9 miles, May 12, 1902; total, 30 miles (1902).

Passenger service (1900): Indianapolis-Greenfield, hourly.

Passenger: power 7. Service: power 1. Total (1901): 8.

Merged into Indianapolis and Eastern Railway July 1, 1902.

INDIANAPOLIS, GREENWOOD AND FRANKLIN RAILROAD

November 12, 1894.

Successor (reorganization) to Indianapolis, Greenwood and Suburban Railway Company.

\$150,000.

January 10, 1900.

Indianapolis-Greenwood, 12 miles, January 10, 1900; Greenwood-Franklin, 9 miles, June 1, 1901; Franklin-Columbus, 22 miles, September 19, 1902; total, 43 miles (1902).

Passenger service (1902): hourly, alternating Franklin and Columbus.

Passenger: power 9. Service: power 1. Total (1902): 10.

Changed name to Indianapolis, Columbus and Southern Traction Company on November 20, 1902.

First car ran into Indianapolis on January 1, 1900, although regular service did not begin until January 10.

INDIANAPOLIS AND LOUISVILLE TRACTION COMPANY

January 17, 1906.

Original company.

\$3,000,000.

October 17, 1907.

Seymour-Sellersburg, 40.9 miles; other, 1.1 miles; total, 42 miles (1907).

Passenger service (1908): two-hourly, plus 4 Hoosier Flyers (northbound) and 4 Dixie Flyers (southbound) daily. The Flyers, inaugurated September 15, 1908, operated over the tracks of the Indianapolis, Columbus and Southern Traction Company and the Louisville and Northern Railway and Lighting Company through special contracts, offering through service between Indianapolis and Louisville.

Passenger: power 8. Freight: power 2. Service: 3 (power 1, trail 2). Total (1909): 13.

G. Reorganized as Indianapolis and Louisville Traction Company, March 28, 1912, following foreclosure sale on March 21, 1912.

H. Passengers carried (1911): 441,749. Freight car miles (1911): 48,694.

Freight service began May 22, 1908.

INDIANAPOLIS AND LOUISVILLE TRACTION RAILWAY COMPANY

A. March 28, 1912.

B. Successor (through purchase at foreclosure sale) to Indianapolis and Louisville Traction Company.

C. \$1,200,000.

D. April 16, 1912.

E. Seymour-Sellersburg, 41 miles; other, 1.5 miles; total, 42.5 miles (1912).

Passenger service (1917): included 6 Hoosier Fliers and 6 Dixie Fliers (operating over tracks of Louisville and Northern and Indianapolis, Columbus and Southern into Louisville and Indianapolis), plus local service Seymour-Louisville (in conjunction with Louisville and Northern) and Seymour-Scottsburg.

F. Passenger: power 8. Freight: 9 (power 2, trail 7). Service: power 1. Total (1917): 18.

G. Leased to Interstate Public Service Company, March 22, 1919, and sold to same company January 1, 1923.

H. Passengers carried (1917): 519,470. Freight car miles (1917): 122,869.

INDIANAPOLIS AND MARTINSVILLE RAPID TRANSIT COMPANY

A. April 24, 1901.

B. Original company.

C. \$100,000, raised to \$750,000 on November 12, 1901.

D. Indianapolis-Mooresville, 17 miles, August 11, 1902; Mooresville-Martinsville, 14 miles, April 21, 1903.

E. Indianapolis-Martinsville, 31 miles (1903).

Passenger service (1904): hourly.

F. Passenger: 10 (power 6, trail 4). Freight: 3 (power 1, trail 2). Total (1904): 13.

G. Leased to Terre Haute, Indianapolis and Eastern Traction Company, April 1, 1907, for 999 years. When line was abandoned by THI&E on October 31, 1930, the lease was cancelled and the line scrapped.

INDIANAPOLIS, NEW CASTLE AND EASTERN TRACTION COMPANY

A. June 1, 1912.

B. Successor (by purchase at foreclosure sale) to Indianapolis, New Castle and Toledo Electric Railway.

C. \$1,000,000.

D. June 1, 1912.

E. Indianapolis-New Castle, 45 miles (1912).

Passenger service (1912): hourly.

F. Passenger: power 6. Freight: power 2. Service: 7 (power 6, trail 1). Total (1912): 15.

G. Leased to Union Traction Company of Indiana (number 2) for 999 years on October 25, 1912. Operated by Indiana Railroad System from August 1, 1930 until abandonment May 9, 1937, when Union Traction cancelled its lease and the line was scrapped.

INDIANAPOLIS, NEW CASTLE AND TOLEDO ELECTRIC RAILWAY

- A. November 23, 1904.
- B. Original company.
- C. \$3,500,000, increased to \$4,500,000 in September 1907.
- D. New Castle-Shirley, January 20, 1910; Indianapolis-Shirley, June 29, 1910.
- E. Indianapolis-New Castle, 45 miles (1910). Passenger service (1910): hourly.
- F. Passenger: power 6. Freight: power 2. Service: power 1. Total (1911): 9.
- G. Sold at foreclosure sale to Indianapolis, New Castle and Eastern Traction Company on June 1, 1912.

INDIANAPOLIS AND NORTHERN TRACTION COMPANY

- A. April 14, 1902.
- B. Original company.
- C. \$3,500,000.
- D. December 6, 1903 (completion date).
- E. Indianapolis-Kokomo, 56 miles (1903).
- F. Rolling stock furnished by Indiana Union Traction Company.
- G. Leased upon completion to Indiana Union Traction Company.

INDIANAPOLIS AND NORTHWESTERN TRACTION COMPANY, INCORPORATED

- A. December 17, 1902.
- B. Successor (name change) to Indianapolis, Lebanon and Frankfort Traction Company.
- C. \$2,500,000, raised to \$3,500,000 in March 1907.
- D. Indianapolis-Lafayette, October 6, 1903; Lebanon-Crawfordsville, October 10, 1903.
- E. Indianapolis-Lebanon-Lafayette, 68 miles; Lebanon-Crawfordsville, 24 miles; total, 92 miles (1903). Passenger service (1904): Indianapolis-Lafayette, two-hourly; Lebanon-Crawfordsville, three-hourly.
- F. Passenger: power 20. Freight: 12 (power 10, trail 2). Service: 3 (power 1, trail 2).
- G. Leased to Terre Haute, Indianapolis and Eastern Traction Company for 999 years from April 1, 1907. THI&E abandoned service on the two divisions October 31, 1930.

INDIANAPOLIS AND PLAINFIELD ELECTRIC RAILROAD COMPANY

- A. December 26, 1901.
- B. Original company.
- C. \$100,000.
- D. November 29, 1902.
- E. Indianapolis-Plainfield, 14 miles (1902). Passenger service (1902): hourly.
- F. Passenger: power 6. Service: 1. Total (1902): 7.
- G. Merged into Indianapolis Coal Traction Company, August 29, 1903.

INDIANAPOLIS RAILWAYS, INCORPORATED

- A. June 21, 1932.
- B. Successor (through reorganization) to Indianapolis Street Railway Company (number 2).
- C. \$750,000 preferred plus 120,000 shares no par common.
- D. July 1, 1932.
- E. Indianapolis, 180 miles (1932); 25 miles (1952). Passenger service (1932): varied from two to thirty minutes headway depending on the line; (1952), three to twenty minutes headway.
- F. Passenger: power 376. Service: 62 (power 44, trail 18). Total (1932): 438. Passenger: power 35. Service: power 2. Total (1952): 37.
- G. Lines were gradually replaced by trackless trolley and bus until the final line, College Avenue, was abandoned (replaced by bus) on January 9, 1953.
- H. Passengers carried (1934): 55,669,917; (1946, including trackless trolley and bus): 118,265,124. Leased Traction Terminal Corporation for 99 years from July 1, 1932. Property consists of nine-story office building, traction terminal shed, and adjoining real estate formerly used by the various interurban lines entering Indianapolis.

INDIANAPOLIS, SHELBYVILLE AND SOUTHEASTERN TRACTION COMPANY

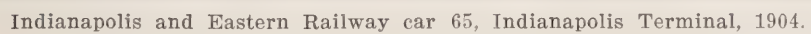
- A. September 25, 1901.
- B. Original company.
- C. \$600,000.
- D. September 10, 1902.
- E. Indianapolis-Shelbyville, 28 miles (1902). Passenger service (1902): hourly.
- F. Passenger: power 7. Service: power 1. Total (1902): 8.
- G. Sold to Indianapolis and Cincinnati Traction Company (number 1) October 13, 1903 (controlling interest), and leased to that company for 999 years from that date. Reorganized as Indianapolis and Southeastern Traction Company, November 1, 1905, and lease reassigned to Indianapolis and Cincinnati Traction Company.

INDIANAPOLIS AND SOUTHEASTERN RAILROAD COMPANY

- A. May 7, 1928.
- B. Successor (through reorganization and purchase at receiver's sale) to Indianapolis and Cincinnati Traction Company (number 2).
- C. \$500,000.
- D. May 10, 1928.
- E. Indianapolis-Connersville, 58 miles; Indianapolis-Greensburg, 49 miles; total, 107 miles (1928). Passenger service (1928): hourly on both divisions.
- F. Passenger: power 20. Freight: 32 (power 6, trail 26). Service: 10 (power 6, trail 4). Total (1930): 62.
- G. Abandoned service June 30, 1932.



Credit: McGraw-Hill Publishing Company.



Credit: Bass Photo, Indianapolis.



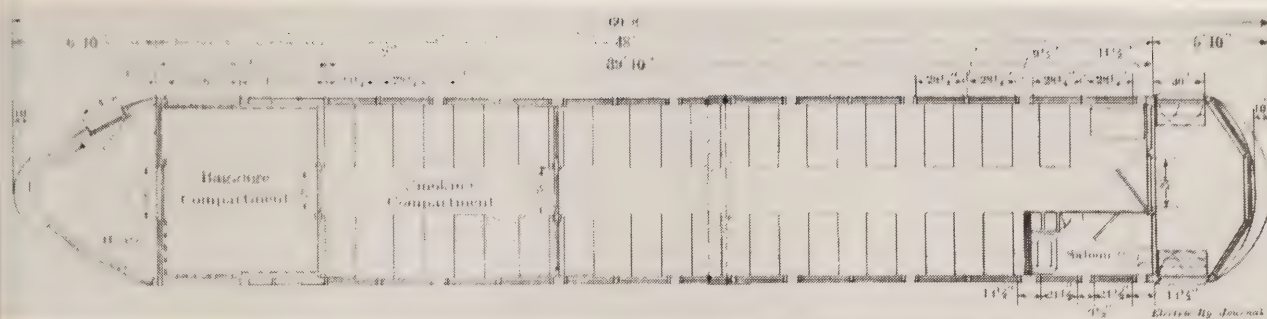
Indianapolis and Louisville Nos. 203 and 204, at Scottsburg in 1907.

Credit: Hudson R. Biery.



Indianapolis, New Castle and Toledo parabolic front car No. 302, 1911.

Credit: McGraw-Hill Publishing Company.



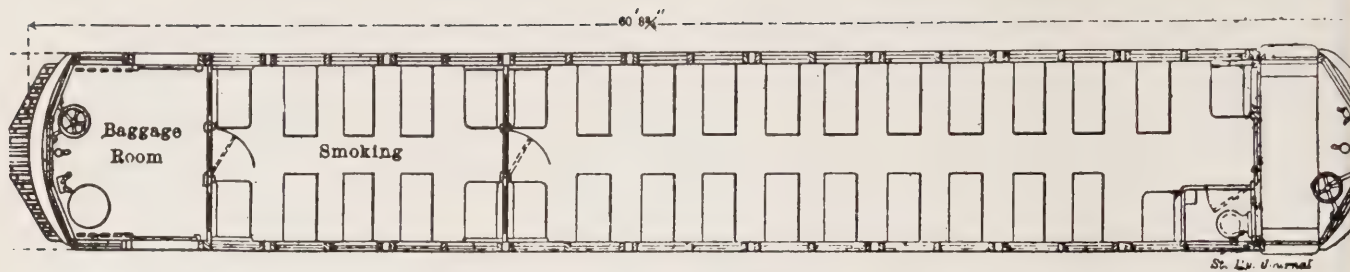
Plan of Indianapolis, New Castle and Toledo parabolic front car, 1911.

Credit: McGraw-Hill Publishing Company.



Indianapolis and Northwestern limited car 22 at Mulberry, 1906.

Credit: William Page Maple.



INDIANAPOLIS & NORTHWESTERN CAR

Plan of Indianapolis and Northwestern standard car, 1903.

Credit: McGraw-Hill Publishing Company

Indianapolis, Shelbyville and Southeastern No. 1, at the builder's in 1902.

Credit: McGraw-Hill Publishing Company

INDIANAPOLIS AND SOUTHEASTERN TRACTION COMPANY

November 1, 1905.

Successor (through reorganization) to Indianapolis, Shelbyville and Southeastern Traction Company. \$600,000.

November 1, 1905.

Indianapolis-Shelbyville, 28 miles (1905). Shelbyville-Greensburg, 21 miles, January 30, 1907. Total, 49 miles (1907).

Passenger service (1910): two-hourly, plus 2 express and 6 limited daily round trips.

Passenger: power 7. Service: power 1. Total (1909): 8.

Merged with Indianapolis and Cincinnati Traction Company (number 1) to form Indianapolis and Cincinnati Traction Company (number 2), November 14, 1910.

Lease held by Indianapolis and Cincinnati (number 1) cancelled when the merger was completed.

INDIANAPOLIS STREET RAILWAY COMPANY
(number 1)

March 7, 1899.

Successor (through consolidation) to Citizens Street Railroad Company and City Railway Company (proposed company).

\$5,000,000.

March 8, 1899.

Indianapolis, 108 miles (1899).

Service (1899): three to twenty minutes headway depending on line.

Passenger: power 280. Service: 70 (power 52, trail 18). Total (1902): 350.

Leased to Indianapolis Traction and Terminal Company for 31 years, December 29, 1902. Merged into Indianapolis Street Railway Company (number 2) June 30, 1919, and lease cancelled.

Owned 75% of the capital stock of Broad Ripple Traction Company (1902), although the controlled line operated independently.

INDIANAPOLIS STREET RAILWAY COMPANY
(number 2)

June 30, 1919.

Successor (through consolidation) to Indianapolis Street Railway Company (number 1) and Indianapolis Traction and Terminal Company.

\$7,500,000.

July 1, 1919.

Indianapolis, 157 miles (1919), increased to 180 miles (1930).

Service (1924): two to thirty minutes headway, depending on line.

Passenger: power 541 (double truck 376, single truck 165). Service: 128 (power 70, trail 58). Total (1920): 669.

Reorganized as Indianapolis Railways, Inc., June 21, 1932.

Terre Haute, Indianapolis and Eastern Traction Company owned all the common stock outstanding in 1920.

Company owned 75% of the stock in Broad Ripple Traction Company.

INDIANAPOLIS TRACTION AND TERMINAL COMPANY

A. August 4, 1902.

B. Original company.

C. \$500,000, increased to \$5,000,000 in January 1903.

D. January 1, 1903.

E. Indianapolis, 123 miles (1903), leased from Indianapolis Street Railway Company (number 1). Opened Traction Terminal Building and Station on September 12, 1904.

F. Equipment furnished by Indianapolis Street Railway (number 1).

G. Merged into Indianapolis Street Railway Company (number 2), June 30, 1919.

H. Controlling interest (95%) bought by Terre Haute, Indianapolis and Eastern Traction Company in April, 1910, but company continued to operate independently.

During the first year of operation of the Traction Terminal, close to 4,000,000 passengers passed through the station.

INDIANAPOLIS AND WESTERN RAILROAD COMPANY

A. March 6, 1905.

B. Successor (name change) to Indianapolis, Greencastle and Western Traction Company.

C. \$50,000, raised to \$2,000,000 on May 2, 1905.

D. September 1, 1905.

E. Indianapolis-Danville, 20 miles (1905).

Passenger service (1906): hourly.

F. Passenger: power 4. Service: power 1. Total (1905): 5.

G. Merged into Terre Haute, Indianapolis and Eastern Traction Company, March 1, 1907.

INTERSTATE PUBLIC SERVICE COMPANY

A. September 5, 1912.

B. Original company, formed to lease properties of Indianapolis, Columbus and Southern Traction Company.

C. \$3,000,000, increased to \$8,000,000 by 1917.

D. Indianapolis-Seymour, September 7, 1912; Seymour-Sellersburg, March 22, 1919 (lease of Indianapolis and Louisville Traction Railway, which was purchased January 1, 1923); Sellersburg-Jeffersonville, Watson Junction - Charlestown, Louisville-New Albany (via K & IT), January 1, 1921 (merged Louisville and Northern Railway and Lighting Company); Jeffersonville, Louisville-Jeffersonville-New Albany, New Albany-Silver Hills, January 1, 1921 (merged Louisville and Southern Indiana Traction Company); Columbus, January 1, 1921 (merged Central Indiana Lighting Company); New Albany, October 31, 1925 (merged New Albany Street Railway Company).

E. Indianapolis-Louisville, 117.16 miles; Watson Junction-Charlestown, 6.86 miles; Jeffersonville-New Albany, 6.36 miles; New Albany-Louisville (K & IT), 4.58 miles; New Albany-Silver Hills, 1.77 miles; Jeffersonville, 4.80 miles; New Albany, 10.47 miles; Columbus, 1.43 miles; total, 174.02 miles (1929).

- F. Passenger: 96 (power 76, trail 20). Freight: 150 (power 10, locomotives 4, trail 136). Service: 16 (power 13, trail 3). Total (1926): 262.
- G. Abandoned local service in Columbus, July 28, 1929. Name changed to Public Service Company of Indiana, March 20, 1931.
- H. Operation of the properties was assumed by Indiana Railroad on August 1, 1930.
Passengers carried (1924): 9,336,713. Freight car-miles (1924): 1,412,149.
Inaugurated parlor-buffet service in 1923, and sleeper service in 1924.
Company also had power, light, gas, water, and ice interests in various cities, which were retained when Indiana Railroad assumed operation of the rail properties.

JEFFERSONVILLE CITY AND SUBURBAN RAILWAY COMPANY

- A. January 17, 1900.
- B. Reorganization of Jeffersonville City Railway Company (horse line).
- C. \$25,000, increased to \$100,000 in 1901.
- D. Jeffersonville, electrified in 1901; Jeffersonville-New Albany, May 15, 1903.
- E. Jeffersonville, 5 miles; Jeffersonville-New Albany, 4.5 miles; total, 9.5 miles (1903).
Passenger service, interurban (1904): half-hourly.
- F. Passenger: 26 (city 14, interurban 12). Freight: 2 (locomotive 1, trail box 1). Total (1903): 28.
- G. Merged into Louisville and Southern Indiana Traction Company, August 1, 1903.

KENTUCKY AND INDIANA BRIDGE COMPANY

- A. March 10, 1881.
- B. Original company.
- C. \$1,700,000.
- D. Electrified August 19, 1893.
- E. Louisville-New Albany, 3 miles; Louisville Belt, 5 miles; other, 6.4 miles; total (1898): 14.4 miles.
- F. Passenger: 14 (power 10, trail 4). Freight: 7 (power 4 steam, trail 3). Total (1898): 21.
- G. Sold at foreclosure to Kentucky and Indiana Bridge and Railroad Company, August 1900.
- H. Company owned bridge across Ohio River and two lines in Louisville, one downtown along the ship canal and the other south from the bridge. Services offered including steam switching service, steam passenger service prior to electrification, and ferry service across the Ohio River (through control of the Louisville and New Albany Ferry Company).

Work on the bridge was begun in October 1881 and was completed July 5, 1886.

KENTUCKY AND INDIANA BRIDGE AND RAILROAD COMPANY

- A. August 8, 1900.
- B. Successor (by purchase at receiver's sale) to Kentucky and Indiana Bridge Company.
- C. \$75,000 (see 'H' below).
- D. August, 1900.
- E. Louisville-New Albany, 3 miles; other, 5.4 miles; total (1902), 8.4 miles.

- F. Passenger: 16. Freight: 12 (power 9 steam, trail 3). Service: 5. Total (1902): 33. Ferryboat 1 (1902).
- G. The electrical equipment on the Kentucky and Indiana Bridge was sold to Louisville and Northern Railway and Lighting Company in 1907, at which time Louisville and Northern changed the routing to the city streets in Louisville and the gauge to 5 feet to permit operation on the Louisville city lines.
The name of this company was changed to Kentucky and Indiana Terminal Railroad Company on January 3, 1911, and exists today as a bridge and terminal switching company in and between New Albany and Louisville.
- H. The company was backed by the resources of the Chicago, Indianapolis and Louisville Railway Company (Monon), Baltimore and Ohio Southwestern Railway Company, and Southern Railway Company, equal owners of the capital stock. The bridge company also owned the New Albany and Portland Ferry.

KOKOMO CITY STREET RAILWAY

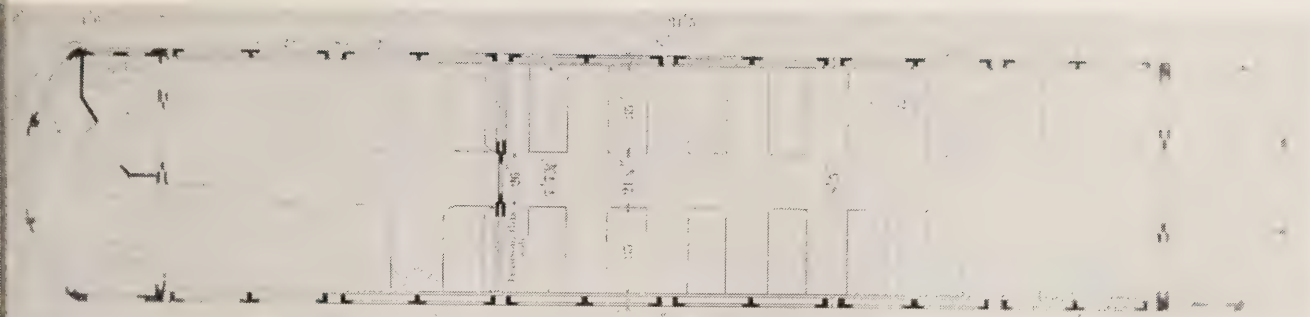
- A. July 17, 1891.
- B. Original company.
- C. \$100,000.
- D. December 1891.
- E. Kokomo, 4.9 miles (1898).
- F. Passenger: 13 (power 9, trail 4). Total (1898): 13.
- G. Reorganized as Kokomo Railway and Light Company, March 13, 1899.

KOKOMO, FRANKFORT AND WESTERN TRACTION COMPANY

- A. June 4, 1911.
- B. Original company.
- C. \$10,000, increased to \$100,000 June 20, 1911.
- D. September 18, 1912.
- E. Kokomo-Frankfort, 26 miles (1912).
Passenger service (1912): hourly.
- F. Passenger: power 8. Freight: power 1. Service: power 1. Total (1912): 10.
- G. Merged into Indiana Railways and Light Company, December 7, 1912.

KOKOMO, MARION AND WESTERN TRACTION COMPANY

- A. March 1, 1903.
- B. Successor (name change) to Kokomo, Converse and Marion Traction Company.
- C. \$1,000,000.
- D. Kokomo, April 1, 1903 (bought Kokomo Railway and Light Company); Kokomo-Greentown, October 20, 1903; Greentown-Marion, September 1, 1905.
- E. Kokomo-Marion, 27 miles; Kokomo, 9 miles; total 36 miles (1905).
Passenger service (1910): Kokomo-Marion, hourly.
- F. Passenger: power 23. Freight: power 2. Service: 6 (power 2, trail 4). Total (1911): 31.
- G. Merged into Indiana Railways and Light Company, December 7, 1912.



Plan of Indianapolis, Shelbyville and Southeastern No. 1, 1902.

Credit: McGraw-Hill Publishing Company.



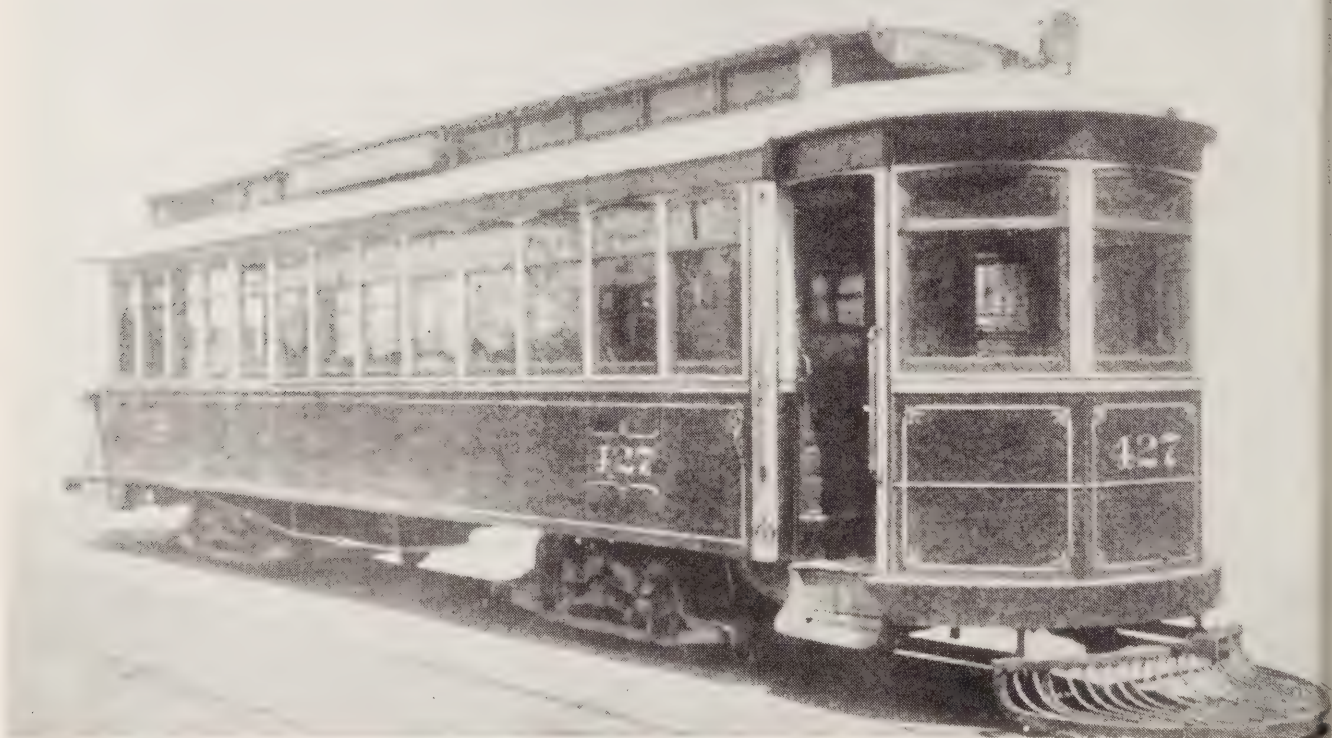
Indianapolis Street Railway open car No. 640 on the Fairview loop, 1914.

Credit: Mrs. Marine Gaston.



No. 1053, Indianapolis Street Railway, at the West Washington barns, 1924.

Credit: Glenn Niceley



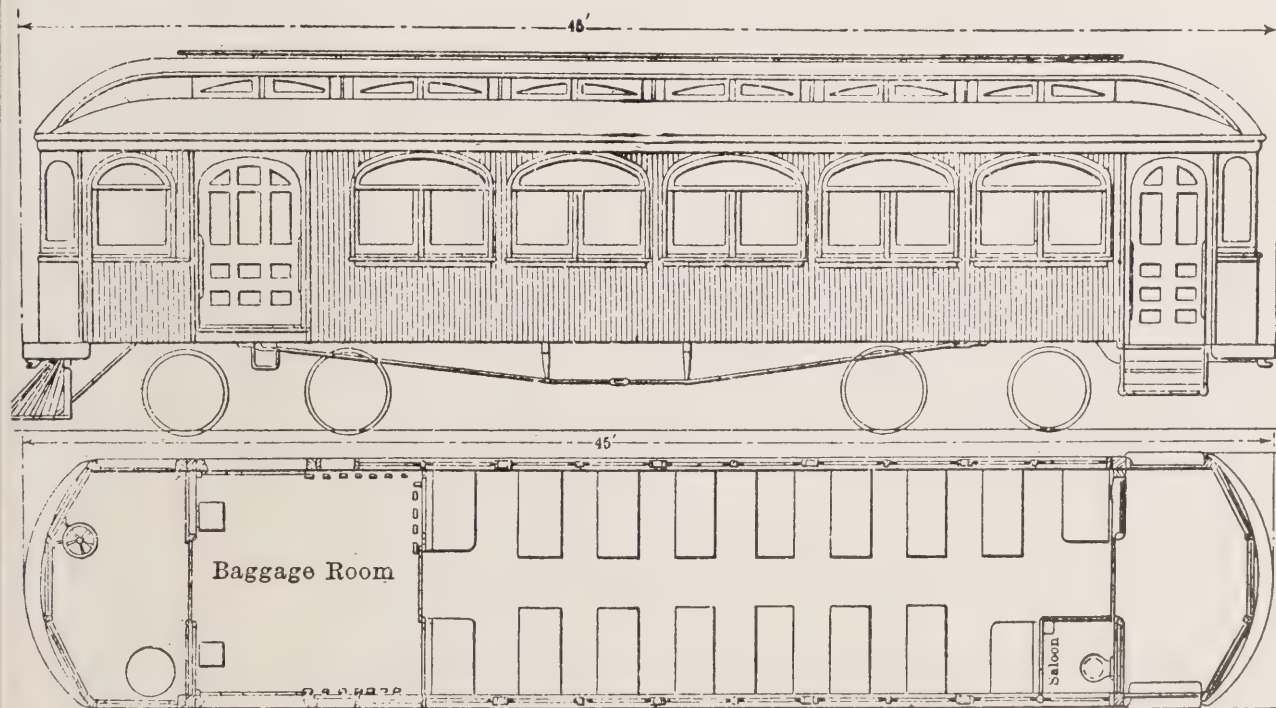
Indianapolis Traction and Terminal No. 427, 1903.

Credit: McGraw-Hill Publishing Company



Interstate Public Service No. 150, on delivery in 1920.

Credit: McGraw-Hill Publishing Company.



Plan of Kokomo, Marion and Western combination car, 1906.

Credit: McGraw-Hill Publishing Company.



Logansport Railway No. 6, 1895.

Credit: Mrs. William A. Pierce



LaPorte and Michigan City car 2, just after renumbering to Chicago, South Bend and Northern Indiana 217 in 1907.

Credit: Eugene Van Dusen and Harry Zillmer.

KOKOMO RAILWAYS AND LIGHT COMPANY

March 13, 1899.

Successor (reorganization) to Kokomo City Street Railway Company and Citizens Light and Power Company.

\$80,000, increased to \$100,000 in 1902.

March 13, 1899.

Kokomo, 9 miles (1902).

Passenger: power 14. Service: power 1. Total (1902): 15.

Sold to Kokomo, Marion and Western Traction Company, April 1, 1903.

Passengers carried (1901): 450,106.

LAFAYETTE AND LOGANSPOUT TRACTION COMPANY

April 2, 1906.

Original company.

\$500,000.

July 1, 1907.

Logansport-Lafayette, 38 miles (1907).

Passenger service (1907): two-hourly.

Passenger: power 6. Freight: 4 (power 2, trail 2). Service: power 1. Total (1907): 11.

Leased to Fort Wayne and Wabash Valley Traction Company March 1, 1908. Lease subsequently reassigned until cancelled by Indiana Service Corporation in May, 1932.

Through passenger service Lafayette-Fort Wayne, in conjunction with Fort Wayne and Wabash Valley, inaugurated October 1, 1907.

LAFAYETTE SERVICE COMPANY

April 6, 1920.

Successor (by purchase) to Battle Ground division of Fort Wayne and Northern Indiana Traction Company, which was disposed of when Indiana Service Corporation took over the properties.

\$10,000.

May 1, 1920.

Lafayette-Battle Ground, 8 miles (1920).

Passenger service (1920): hourly.

Passenger: power 2. Service: power 1. Total (1920): 3.

Abandoned Soldier's Home-Battle Ground, April 1, 1922; Soldier's Home-Lafayette, January 3, 1930.

LAFAYETTE STREET RAILWAY COMPANY

March 13, 1883.

Original company.

\$25,000, increased to \$450,000 May 1, 1896.

August 30, 1888 (first electric operation).

Lafayette and West Lafayette, 18.5 miles (1898).

Passenger: 28 (power 26, trail 2). Service: 3 (power 2, trail 1). Total (1898): 31.

Sold to Fort Wayne and Wabash Valley Traction Company, June 26, 1903. Property sold back by Indiana Service Corporation April 28, 1920, and service finally abandoned May 11, 1940.

Lafayette was the first city in Indiana, and the second west of the Alleghenies, to have a completely electrified city system, which was completed in 1889.

LAKE CITIES ELECTRIC RAILWAY COMPANY

A. November 19, 1892 (charter).

B. Successor (by purchase) to Citizens' Street Railway Company.

C. \$300,000.

D. November 20, 1892.

E. Michigan City, 2 miles (1902).

F. Passenger: power 4, trail 3, total (1897): 7.

G. Sold to Michigan City Electric Company, June 15, 1902.

LAKESIDE STREET RAILWAY COMPANY

A. September 6, 1892.

B. Original company.

C. \$50,000.

D. November 1892 (?).

E. Fort Wayne, 1 mile (1895).

F. Passenger: power 1 (1895).

G. Sold to Fort Wayne Traction Company, February 27, 1900.

LAPORTE AND MICHIGAN CITY TRACTION COMPANY

A. May 26, 1905.

B. Successor (by purchase) to Chicago and South Shore Railway Company.

C. \$400,000.

D. June 1, 1905.

E. LaPorte-Michigan City, 14.2 miles (1905).

Passenger service (1905): two-hourly.

F. Passenger: power 4. Service: power 1. Total (1905): 5.

G. Merged into South Bend, LaPorte and Michigan City Railway Company, July 1, 1905.

LEBANON-THORNTOWN TRACTION COMPANY

A. December 9, 1904.

B. Original company.

C. \$150,000.

D. July 4, 1905.

E. Lebanon-Thorntown, 10 miles (1912).

Passenger service (1917): two-hourly.

F. Passenger: power 2. Service: power 1. Total (1914): 3.

G. Abandoned August 26, 1926.

LOGANSPOUT RAILWAY COMPANY

A. July 3, 1891.

B. Successor (reorganization) to Logansport Street Railway Company (mule line).

C. \$100,000.

D. October 1, 1891 (first electric operation).

E. Logansport, 5.5 miles (1897).

F. Passenger: 12 (power 9, trail 3). Total (1897): 12.

G. Merged into Fort Wayne and Wabash Valley Traction Company, February 27, 1904.

H. Electrification was speeded by burning of car barn, causing loss of all cars and nearly all mules, during the summer of 1891.

LOUISVILLE AND NORTHERN RAILWAY AND LIGHTING COMPANY

A. November 25, 1905.

B. Original company.

C. \$5,000,000.

D. Louisville-Jeffersonville (via Big Four Bridge), December 1, 1905; Jeffersonville-Charlestown, July 25, 1906; Watson Junction-Sellersburg, July 12, 1907; Louisville-New Albany (via Kentucky and Indiana Bridge), March 1, 1908.

E. Louisville-Sellersburg, 10.55 miles; Watson Junction-Charlestown, 6.5 miles; Louisville-New Albany (via K & I), 3.5 miles; other, 4.5 miles; trackage, 3.33 miles; total (1917), 25 miles (unduplicated mileage).

Passenger service (1917): Louisville-Charlestown, 8 trains per day; Louisville-New Albany, quarter-hourly; Hoosier and Dixie Flyers of Indianapolis and Louisville Traction Company and Interstate Public Service Company (trackage).

F. Passenger: 20 (power 12, trail 8). Freight: 2 (power 1, trail 1). Service: 3. Total (1912): 25.

G. Merged into Interstate Public Service Company, January 1, 1921.

H. Company was one of the principal operating subsidiaries of Middle West Utilities Company, a holding company, and controlled, through stock ownership, the Louisville and Southern Indiana Traction Company, from which it leased trackage rights over the Big Four Bridge between Louisville and Jeffersonville.

In 1907, company purchased the electrical equipment of the Kentucky and Indiana Bridge and Railroad Company and leased trackage rights for 25 years. The routing was changed to city streets in Louisville and the gauge to 5 feet to permit operation over Louisville city tracks. The switch to the new service was made March 1, 1908.

LOUISVILLE AND SOUTHERN INDIANA TRACTION COMPANY

A. June 17, 1903.

B. Successor (consolidation) to Jeffersonville, New Albany and Sellersburg Rapid Transit Company and Southern Interurban Railway Company (proposed lines).

C. \$3,000,000.

D. Jeffersonville, Jeffersonville-New Albany, August 1, 1903 (merged Jeffersonville City and Suburban Railway Company); New Albany, August 1, 1903 (leased New Albany Street Railway for 25 years); New Albany-Silver Hills, September 1904 (merged Highland Railroad Company); Louisville-Jeffersonville, September 13, 1905 (electrification of Big Four Railroad bridge over the Ohio River).

E. Interurban: Louisville-Jeffersonville, 3.3 miles; Jeffersonville-New Albany, 4.5 miles; New Albany-Silver Hills, 1.5 miles. City: New Albany, 10.5 miles; Jeffersonville, 5 miles. Total (1905): 20 miles (unduplicated mileage: owned, 9.5 miles; leased, 10.5 miles).

Passenger service (1917); Louisville-Jeffersonville-New Albany, quarter-hourly; New Albany-Silver Hills, hourly.

F. Passenger: 52 (city 40, interurban 12). Freight: 2 (locomotive 1, express 1). Total (1905): 54.

G. Merged into Interstate Public Service Company, January 1, 1921.

H. Controlled by Louisville and Northern Railway and Lighting Company through stock ownership. Held contract for operation over Big Four bridge and granted trackage rights to Louisville and Northern.

MADISON LIGHT AND RAILWAY COMPANY

A. July 25, 1896.

B. Successor (through purchase) to Madison Street Railway Company (horse line).

C. \$75,000, increased to \$150,000 in 1911.

D. July 25, 1896 (as horse line—electrified in 1897).

E. Madison, 2.5 miles (1897), increased to 5 miles (1909).

F. Passenger: power 4, trail 4, total (1904): 8.

G. Abandoned rail operations, April 30, 1918.

MARION, BLUFFTON AND EASTERN TRACTION COMPANY

A. May 6, 1905.

B. Original company.

C. \$30,000.

D. December 15, 1906.

E. Marion-Bluffton, 31.8 miles (1906).

Passenger service (1908): two-hourly.

F. Passenger: power 7. Service: power 1. Total (1908): 8.

G. Reorganized as Marion and Bluffton Traction Company, June 1, 1914.

MARION AND BLUFFTON TRACTION COMPANY

A. June 1, 1914.

B. Successor (through reorganization) to Marion Bluffton and Eastern Traction Company.

C. \$216,000.

D. July 1, 1914.

E. Marion-Bluffton, 31.8 miles; other, 1.9 miles; total 33.7 miles (1914).

F. Passenger: 7 (power: open 2, closed 5). Freight: 4 (power 1, trail 3). Service: power 1. Total (1914): 12.

G. Sold to Indiana Service Corporation, July 31, 1926.

MARION CITY RAILWAY COMPANY

A. February 1, 1894.

B. Successor (through reorganization) to Marion Electric Street Railway Company.

C. \$500,000.

D. Marion-Jonesboro, February 1, 1894; Jonesboro-Summitville, July 1, 1894.

E. Marion-Summitville, 17 miles (1895).

Passenger service (1895): Marion-Jonesboro, half-hourly; Marion-Summitville, hourly.

F. Passenger: power 10, trail 4, total (1897): 14.

G. Sold to Union Traction Company, June 19, 1899.

MARION ELECTRIC STREET RAILWAY COMPANY

A. August 21, 1889.

B. Original company.

C. \$80,000, increased to \$100,000 on September 8, 1891.

D. August 1, 1893.



Madison Light and Railway No. 4 and trailer, in 1893.

Credit: Clarence Dryden.



Marion, Bluffton and Eastern No. 325 at Van Buren about 1909.

Credit: Fred Steiner.



Marion City Railway No. 19 at Matters Park in 1895.

Credit: David Barley



Muncie and Portland Traction's No. 103 just out of the factory in 1904.

Credit: Glenn Niceley.

Marion-Jonesboro, 6 miles (1893).
 Passenger service (1893): hourly.
 Passenger: power 4 (1893).
 Reorganized as Marion City Railway Company, February 1, 1894.

MARION RAILWAYS, INCORPORATED

March 19, 1933.
 Successor (by purchase) to all city lines in Marion, which had been owned and operated by Indiana Railroad System.
 \$100,000.
 April 1, 1933.
 Marion, 15 miles (1933).
 Passenger: power 18. Service: power 2. Total (1933): 20.
 Rail service abandoned, June 26, 1947 (replaced by bus).
 Rail service 100% Birney.

MARION TRANSIT RAILWAY

September 15, 1899.
 Original company.
 \$100,000.
 February 18, 1900.
 Marion, 4.3 miles (1901).
 Passenger: 16 (power 12, trail 4). Service: power 1. Total (1901): 17.
 Merged into Union Traction Company of Indiana (number 1), March 25, 1902.

MICHIGAN CITY ELECTRIC COMPANY

June 13, 1902.
 Successor (by purchase) to Lake Cities Electric Railway Company.
 \$275,000.
 June 15, 1902.
 Michigan City, 3 miles (1902).
 Passenger: power 6, trail 4, total (1904): 10.
 Sold April 22, 1906, to Michigan City Gas and Electric Company, which in turn disposed of the rail properties to Northern Indiana Railway Company, June 30, 1906.

MUNCIE, HARTFORD AND FORT WAYNE RAILWAY

July 9, 1901.
 Original company.
 \$100,000, increased July 22, 1902 to \$1,000,000.
 Muncie-Hartford City, January 24, 1903; Hartford City-Montpelier, May 10, 1903; Montpelier-Bluffton, December 1, 1903.
 Muncie-Bluffton, 42 miles (1904).
 Passenger service (1904): two-hourly.
 Passenger: power 12. Service: power 2. Total (1905): 14.
 Leased to Indiana Union Traction Company, June 27, 1906, for 999 years. Lease was subsequently transferred to Union Traction Company of Indiana (number 2) and again to Indiana Railroad System, which cancelled the lease upon cessation of service in 1941.

MUNCIE AND PORTLAND TRACTION COMPANY

- A. July 7, 1905.
- B. Successor (by reorganization) to Muncie and Portland Traction Company (proposed line).
- C. \$1,000,000.
- D. July 1, 1906.
- E. Muncie-Portland, 30.6 miles; other (trackage over Indiana Union Traction Company), 1.1 miles; total, 31.7 miles (1907).
 Passenger service (1910): one hour and twenty minutes.
- F. Passenger: power 6. Freight: 2 (power 1, trail 1). Service: 2 (power 1, trail 1). Total (1913): 10.
- G. Leased to Indianapolis, New Castle and Eastern Traction Company, June 15, 1916, and lease reassigned to Union Traction Company of Indiana (number 2), lessor of Indianapolis, New Castle and Eastern. Line was finally abandoned by Union Traction Company of Indiana (number 2), February 28, 1930.

MUNCIE AND UNION CITY TRACTION COMPANY

- A. June 16, 1906.
- B. Original company (bought Muncie-Union City section of Dayton and Muncie Traction Company on June 22, 1906).
- C. \$500,000.
- D. July 1, 1906 (by Indiana Union Traction Company).
- E. Muncie-Union City, 32 miles (1906).
 Passenger service (1906): hourly.
- F. All rolling stock furnished by Indiana Union Traction Company.
- G. Operated as division of Indiana Union Traction Company, July 1, 1906.
- H. Company formed by officials of the Indiana Union Traction Company in order to comply with certain Indiana incorporation laws. Company retained its corporate entity, but all bonds were guaranteed by Indiana Union Traction and all capital stock was held by the latter company.

NEW ALBANY HIGHLAND RAILWAY COMPANY

- A. July 21, 1890.
- B. Original company.
- C. \$50,000.
- D. May 17, 1892.
- E. New Albany-Silver Hills, 1.5 miles (1892).
- F. Passenger: 6 (power 3, trail 3). Total (1894): 6.
- G. Sold at foreclosure in August 1895, although operation by Highland Railroad Company was not begun until December 1895.

NEW ALBANY AND LOUISVILLE RAILWAY

- A. November 13, 1933.
- B. Successor (by purchase) to part of Interstate Public Service Company trackage.
- C. \$10,000.
- D. April 22, 1934.
- E. New Albany-Louisville, 3.5 miles.
 Passenger service (1943): half-hourly.
- F. Passenger: 10 (power 6, trail 4). Total (1945): 10.

- G. Abandoned December 31, 1945.
- H. Used 5 foot gauge, protected by semaphores on K & IT bridge.
Rolling stock was leased from Louisville Railway.

NEW ALBANY RAILWAY COMPANY

- A. 1875 (?).
- B. Successor (by receiver's sale?) to New Albany Street Railway Company.
- C. \$30,000 (1897).
- D. Electrified in 1894 (?).
- E. New Albany, 7 miles (1901).
- F. Passenger: power 13, trail 16, total 29 (1901).
- G. Sold at foreclosure sale on May 23, 1901, property purchased by New Albany Street Railroad Company.

NEW ALBANY STREET RAILROAD COMPANY

- A. July 2, 1900.
- B. Successor (purchase at foreclosure sale) to New Albany Railway Company.
- C. \$30,000, increased to \$300,000 June 16, 1902.
- D. May 23, 1901 (?).
- E. New Albany, 10.5 miles (1904).
- F. Passenger: power 13, trail 13, total 26 (1903).
- G. Leased to Louisville and Southern Indiana Traction Company for 25 years from August 1, 1903. Sold to Interstate Public Service Company October 31, 1925.

NORTHERN INDIANA POWER COMPANY

- A. November 9, 1922.
- B. Successor (through consolidation) to Indiana Railways and Light Company (plus six companies furnishing light, heat, power, and water in north central Indiana).
- C. \$2,850,000.
- D. November 9, 1922.
- E. Frankfort-Marion, 53 miles; Kokomo, 9 miles; total, 62 miles (1922).
Passenger service (1924): 10 round trips per day.
- F. Passenger: power 39. Freight: 10 (power 4, trail 6). Service: 6 (power 3, trail 3). Total (1924): 55.
- G. Interurban lines operated under Indiana Railroad management, August 1, 1930. City lines in Kokomo abandoned March 11, 1932, and interurban lines abandoned by Indiana Railroad June 24, 1932.

NORTHERN INDIANA RAILWAY COMPANY

- A. December 14, 1905.
- B. Successor (through consolidation) to Indiana Railway Company and South Bend, LaPorte and Michigan City Railway Company.
- C. \$4,000,000.
- D. December 15, 1905.
- E. South Bend-Goshen, 26 miles; LaPorte-Michigan City, 14 miles; South Bend, 19 miles; Elkhart, 8 miles; Goshen, 4 miles; Mishawaka, 3 miles; total, 74 miles (1905). Michigan City, 3 miles, July 1, 1906 (bought from Michigan City Gas and Electric Company); total, 77 miles (1906).

- Passenger service (1905): South Bend-Goshen hourly; LaPorte-Michigan City, two-hourly.
- F. Passenger: 86 (power 70, trail 16). Freight: 1 (power 3, trail 2). Service: 8 (power 6, trail 2). Total (1906): 99.
- G. Sold and reorganized as Chicago, South Bend and Northern Indiana Railway Company, January 25 1907.

NORTHERN INDIANA RAILWAY, INCORPORATED

- A. February 8, 1930.
- B. Successor (by purchase at foreclosure) to Chicago South Bend and Northern Indiana Railway Company and Southern Michigan Railway Company.
- C. \$1,000,000.
- D. February 10, 1930.
- E. South Bend-Michigan City, 41 miles; South Bend-Goshen, 26 miles; South Bend-Saint Joseph (Michigan), 35 miles; South Bend, 43 miles; Mishawaka, 2 miles; Elkhart, 6 miles; Michigan City, 4 miles; total, 157 miles (1930).
Passenger service (1931): South Bend-Goshen hourly; South Bend-Michigan City and South Bend-St. Joseph, two-hourly.
- F. Passenger: 141 (power 135, trail 6). Freight: 14 (power 6, trail 8). Service: 44 (power 28, trail 16). Total (1932): 199.
- G. Abandoned: Michigan City, 1932; all rail lines except South Bend and Mishawaka, May 31, 1934. These lines were sold in January, 1940 to Northern Indiana Transit, Inc.

NORTHERN INDIANA TRANSIT, INCORPORATED

- A. December 20, 1939.
- B. Successor (through purchase and reorganization) to Northern Indiana Railway, Inc.
- C. \$500,000.
- D. January 4, 1940.
- E. South Bend and Mishawaka, 14 miles; other, 9 miles; total, 23 miles (1940).
- F. Passenger: power 44. Service: 6 (power 4, trail 2). Total (1940): 50.
- G. Abandoned rail service, June 16, 1940 (substituted buses).

OHIO ELECTRIC RAILWAY COMPANY

- A. May 16, 1907 (Ohio corporation).
- B. Successor (through purchase) to Lima and Toledo Traction Company and Lima Electric Railway and Light Company.
- C. \$25,000,000, reduced to \$14,000,000 in 1913.
- D. September 1, 1907 (leased Fort Wayne, Van Wert and Lima Traction Company and Dayton and Western Traction Company on August 31, 1907).
- E. Fort Wayne-Lima, 65 miles; Dayton-Richmond, 40 miles; total (Indiana mileage only), 28 miles (1907).
Passenger service (1910): Fort Wayne-Lima, 4 limited and 7 local daily round trips, plus Fort Wayne-Monroeville and Fort Wayne-Van Wert; Richmond-Dayton, hourly, plus 3 daily limited round trips.
- F. All rolling stock furnished by Ohio Electric Railway Company.



New Albany and Louisville motor 772, New Albany, July 1941.

Credit: George Yater.



Northern Indiana Power Company combination car No. 102, Kokomo Barns, September 1934. (Note: the plan of this car is shown as Kokomo, Marion and Western, 1906).

Credit: Eugene Van Dusen and Harry Zillmer.



Northern Indiana Railway No. 351, 1931.

Credit: Jerry Marlett.



Public Service Company of Indiana 171 at Scottsburg shops, 1938.

Credit: Robert M. Stacy

Bought Fort Wayne, Van Wert and Lima Traction Company, December 11, 1916, and continued operation as a division until January 25, 1921, when it returned the line to the original FWVW & L stockholders. Surrendered lease of Dayton and Western on April 24, 1920.

PUBLIC SERVICE COMPANY OF INDIANA

March 20, 1931.

Successor (change of corporate title) to Interstate Public Service Company.

1,300,000 shares (1931).

March 20, 1931.

Indianapolis-Louisville, 117.16 miles; Watson Junction-Charlestown, 6.98 miles; New Albany-Louisville, 9.08 miles; New Albany-Silver Hills, 1.92 miles; New Albany, 9.45 miles; Jeffersonville, 7.50 miles. Bought at auction May 26, 1931 (former THI&E properties); Terre Haute-Brazil, 14.19 miles; Terre Haute-Sanford, 7.56 miles; Terre Haute, 32.69 miles. Total, 240.18 miles (December 31, 1931).

Passenger: 191 (power 170, trail 21). Freight: 159 (power 19, trail 140). Service: 29 (power 21, trail 8). Total (1931): 427.

City and interurban lines, which were operated by Indiana Railroad under one management, were abandoned as follows: Terre Haute-Sanford, January 25, 1932; Watson Junction-Charlestown, May 10, 1932; Louisville-Jeffersonville, New Albany-Silver Hills, Jeffersonville, May 15, 1932; New Albany (sold to Home Transit, Inc.), New Albany-Louisville (sold to New Albany and Louisville Railway), New Albany-Jeffersonville, April 21, 1934; Seymour-Louisville, Terre Haute, October 31, 1939; Terre Haute-Brazil, January 10, 1940; Indianapolis-Seymour, September 8, 1941.

Passengers carried (1931): 7,683,026. Freight car-miles (1931): 878,424.

The Indianapolis-Seymour property was returned to Public Service Company by Indiana Railroad on January 18, 1941, for operation under provisions of Interstate-Indianapolis, Columbus and Southern 999 year lease effective September 7, 1912. An accident on September 8, 1941 damaged the majority of the rolling stock, causing cessation of service. Public Service bought out of the contract for \$2,125,000, and the line was scrapped.

PUBLIC UTILITIES COMPANY

June 10, 1912.

Successor (by purchase) to Evansville and Southern Indiana Traction Company.

\$6,000,000.

July 1, 1912.

Evansville, 37 miles; Evansville-Patoka, 32 miles; total, 69 miles (1912).

Passenger service (1912): Evansville-Princeton, hourly; Princeton-Patoka, two-hourly.

Passenger: 123 (power: city 96, interurban 10; trail: city 17). Freight: 5 (power 2, trail 3). Service: 11 (power 6, trail 5). Total (1913): 139.

G. Name changed to Southern Indiana Gas and Electric Company, March 7, 1921.

H. Passengers carried (1919): 12,938,239.

RICHMOND CITY ELECTRIC STREET RAILWAY COMPANY

A. February 1887.

B. Successor (through purchase) to Richmond Street Railway (horse line).

C. \$50,000.

D. September 6, 1889 (electrification of horse line).

E. Richmond, 5 miles (1891).

F. Passenger: power 8. Service: power 1. Total (1891): 9.

G. Sold at foreclosure to Richmond Traction Company, September 19, 1895.

RICHMOND STREET AND INTERURBAN RAILWAY COMPANY

A. April 1, 1901.

B. Successor (by purchase) to Richmond Traction Company.

C. \$500,000.

D. April 8, 1901.

E. Richmond, 9 miles (1901). Richmond-Centerville, 6 miles, January 17, 1902; Centerville-Dublin, 11 miles, June 10, 1903; Cambridge City-Milton, 2 miles, August 1, 1903; total, 28 miles (1903).

Passenger service (1904): Richmond-Dublin, hourly; Cambridge City-Milton, hourly (connecting with main line service).

F. Passenger: 35 (power: interurban 5, city: open 16, closed 14). Freight: power 1. Service: power 3. Total (1904): 39.

G. Merged into Terre Haute, Indianapolis and Eastern Traction Company, March 1, 1907.

RICHMOND TRACTION COMPANY

A. September 12, 1895.

B. Successor (through reorganization and purchase at foreclosure sale) to Richmond City Electric Street Railway Company.

C. \$200,000.

D. September 20, 1895.

E. Richmond, 9 miles (1897).

F. Passenger: 24 (power 14, trail 10). Service: power 2. Total (1898): 26.

G. Sold to Richmond Street and Interurban Railway Company, April 8, 1901.

SAINT JOSEPH VALLEY TRACTION COMPANY

A. March 28, 1903.

B. Original company.

C. \$200,000.

D. LaGrange-Shipshewana, March 31, 1905; Shipshewana-Middlebury, September 20, 1905; Elkhart-Bristol, July 16, 1910 (leased to Northern Indiana Railway); Middlebury-Bristol, August 1, 1911.

E. Elkhart-LaGrange, 33 miles (1912).

Passenger service (1912): Elkhart-Bristol, 9 round trips daily; Bristol-LaGrange, 4 round trips daily.

- F. Passenger: power 7 (electric 2, gasoline engine 4, storage battery 1), trail 5 (used on steam trains). Freight: power 5 (steam), trail 15. Total (1913): 32.

- G. Abandoned: Bristol-LaGrange, April 11, 1918; Bristol-Elkhart, April 17, 1918.

- H. Line operated passenger service in two sections: Elkhart-Bristol by electricity, and Bristol-LaGrange by gasoline powered cars and steam locomotives. All freight service was steam.

The company was operated in conjunction with its sister company, the Saint Joseph Valley Railway Company, which actually operated the traction company under a dollar a year lease. Under the terms of this lease, the rolling stock was lettered "Saint Joseph Valley Traction," but timetables, tickets, etc., bore the "Saint Joseph Valley Railway" title.

Electric passenger service was leased to the Northern Indiana Railway from July 16, 1910 to July 1, 1912, and from July 22, 1917 to April 17, 1918.

SOUTH BEND AND ELKHART RAILWAY COMPANY

- A. March 23, 1898.
B. Original company.
C. \$100,000.
D. December 12, 1898.
E. Mishawaka-Elkhart, 11 miles (1898). Passenger service (1898): hourly.
F. Passenger: 10. Service: 1. Total (1899): 11.
G. Merged into Indiana Railway Company, March 15, 1899.

SOUTH BEND, LAPORTE AND MICHIGAN CITY RAILWAY COMPANY

- A. July 1, 1905.
B. Successor (through consolidation) to LaPorte and Michigan City Traction Company and South Bend Western Railway Company (proposed company).
C. \$1,000,000.
D. July 1, 1905.
E. LaPorte-Michigan City, 14 miles (1905). Passenger service (1905): hourly.
F. Passenger: power 6. Service: power 1. Total (1905): 7.
G. Merged into Northern Indiana Railway Company, December 14, 1905.

SOUTH BEND AND MISHAWAKA RAILWAY COMPANY

- A. September 10, 1889.
B. Successor (consolidation) to South Bend Railway Company and South Bend and Mishawaka Street Railway Company.
C. \$250,000.
D. South Bend city lines electrified late in 1889, South Bend-Mishawaka early in 1890.
E. South Bend and Mishawaka, 11 miles (1892).
F. Passenger: power 10 (1894).
G. Forfeited rights to south side of Saint Joseph River due to inefficient and inadequate service in 1894. Sold at foreclosure to South Bend Street Railway Company, August 6, 1895.

SOUTH BEND RAILWAY COMPANY

- A. June 23, 1873.
B. Original company.
C. \$100,000.
D. November 15, 1885 (first electric car run on electrification of horse line).
E. South Bend, 8 miles (mule, 1889).
F. Passenger: power 4 (experimental). Total (1885): 4.
G. Consolidated with South Bend and Mishawaka Street Railway (horse line) as South Bend and Mishawaka Railway Company, September 1889.
H. Company obtained franchise on September 18, 1885 for any power except steam.

Electric operation was attempted in 1882, but the car was barely able to move due to the electricity being dissipated in the earth faster than the power house could supply the overhead wire.

Electric operation in 1885, while more efficient than the 1882 experiment, was still plagued with excessive dissipation, so animal power was again used. However, although economically a failure, the experiment was a technical success, as the cars were able to cover the entire electrified portion of the line under their own power.

SOUTH BEND AND SOUTHERN MICHIGAN RAILWAY COMPANY

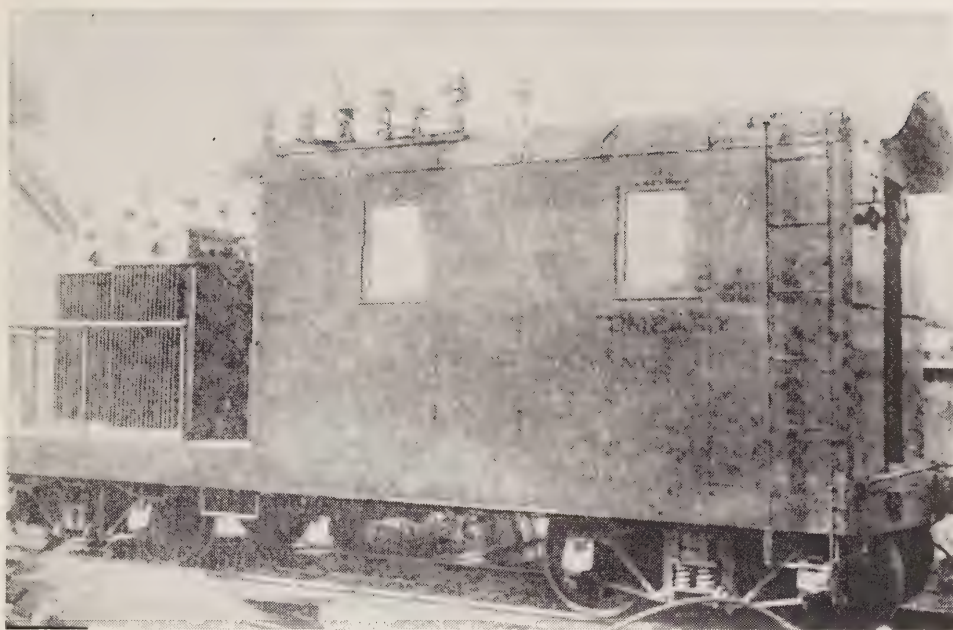
- A. September 15, 1902.
B. Successor (through consolidation) to South Bend and Southern Michigan Railway Company (Michigan) and South Bend and Northern Railway Company both under construction.
C. \$750,000.
D. August 3, 1903.
E. South Bend-Niles (Mich.), 11 miles (1905). Passenger service (1905): hourly.
F. Passenger: power 4. Service: power 1. Total (1905): 5.
G. Merged into Southern Michigan Railway Company, February 7, 1906.

SOUTH BEND STREET RAILWAY COMPANY

- A. August 6, 1895.
B. Successor (reorganization following foreclosure) to South Bend and Mishawaka Railway Company.
C. \$300,000.
D. August 9, 1895.
E. South Bend and Mishawaka (contiguous cities), 12 miles (1895).
F. Passenger: power 10 (1895).
G. Merged into Indiana Railway Company, March 15, 1899.

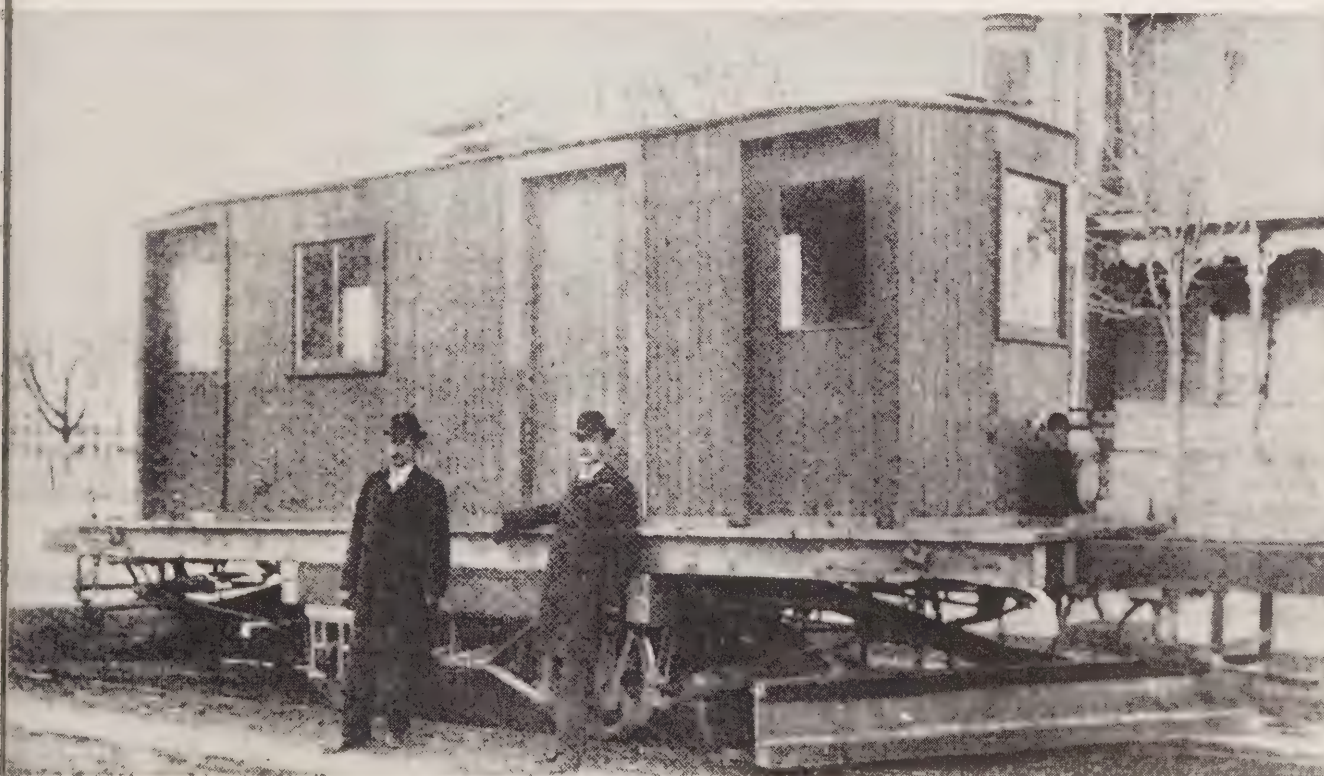
SOUTHERN INDIANA GAS AND ELECTRIC COMPANY

- A. March 7, 1921.
B. Successor (name change) to Public Utilities Company.
C. \$6,000,000.
D. March 7, 1921.
E. Evansville, 42 miles; Evansville-Patoka, 32 miles total, 74 miles (1928).



Portable substation, Public Utilities Company, 1924.

Credit: McGraw-Hill Publishing Company.



Richmond City Railway snow plow, 1895.

Credit: McGraw-Hill Publishing Company.



Saint Joseph Valley Traction No. 202, delivered in 1912.

Credit: Charles V. Hes



Southern Indiana Railway locomotive 714, at yard south of Sellersburg, May 1946.

Credit: Jerry Marlette

Passenger service (1923): Evansville-Princeton, hourly; Princeton-Patoka, two-hourly.
 Passenger: 123 (power: city 115, interurban 8).
 Freight: 4 (power 2, trail 2). Service: 12 (power 8, trail 4). Total (1926): 139.
 Abandoned Evansville-Patoka, August 15, 1933;
 Evansville city lines, April 30, 1939.
 Passengers carried (1923): 13,935,605.

SOUTHERN INDIANA RAILWAY INCORPORATED

August 5, 1939.
 Successor (through purchase) to section of Public Service Company of Indiana line.
 1,000 shares of no par value.
 March 18, 1940.
 Watson Junction-Speed, 5.5 miles; other, 2 miles; total, 7.5 miles (1939). Freight service only, connecting Louisville Cement Company plant at Speed with Baltimore and Ohio Railroad at Watson Junction.
 Freight: power 3. Service: trail 1. Total (1946): 4.
 Converted to diesel operation, January 1, 1947.

SOUTHERN MICHIGAN RAILWAY

February 8, 1906.
 Successor (through consolidation) to South Bend and Southern Michigan Railway Company and Niles and Buchanan Railway Company (proposed line).
 \$2,000,000.
 February 12, 1906.
 South Bend-Niles (Michigan), 11 miles (1906).
 Niles-Saint Joseph (Michigan), 24 miles, May 15, 1906; total, 35 miles (1909).
 Passenger service (1909): hourly.
 Passenger: power 12. Freight: 3 (power 2, trail 1). Service: 13 (power 3, trail 10). Total (1910): 28.
 Reorganized as Northern Indiana Railway, Inc., February 8, 1930.
 Chicago, South Bend, and Northern Indiana bought control of the company February 24, 1910, and operated it in conjunction with the other CSB&NI lines. However, the Southern Michigan Company retained its corporate entity and handled all its own financial matters (the arrangement was similar to the one used by the Indiana Railroad System in later years).

TERRE HAUTE ELECTRIC COMPANY

June 23, 1899.
 Successor (by purchase at foreclosure) to Terre Haute Electric Railway Company.
 \$1,000,000.
 July 1, 1899.
 Terre Haute, 12 miles (1899). Harmony-Brazil, 4.5 miles (city line), February 1, 1900 (bought Brazil Rapid Transit Electric Railway); Terre Haute-Brazil, 12 miles, September 2, 1900; Terre Haute-West Terre Haute, 2 miles, December 10, 1902; total, 35 miles (1902).
 Passenger service (1902): hourly on both inter-urban divisions.

- F. Passenger: 52 (power 42, trail 10). Service: power 3. Total (1902): 55.
- G. Reorganized as Terre Haute Electric Traction Company, June 1, 1903.
- H. The reorganization was a complicated one: under the new plan, the Terre Haute Electric Company actually continued its operation, but as the electric power and lighting division of the new company, while the Terre Haute Electric Traction Company concentrated on operation and expansion of the rail properties. The situation was simplified in 1904 when the operations were consolidated under the name of Terre Haute Traction and Light Company.

TERRE HAUTE ELECTRIC COMPANY, INCORPORATED

- A. August 22, 1931.
- B. Successor (name change) to Terre Haute Traction and Light Company.
- C. \$3,000,000.
- D. August 22, 1931.
- E. Terre Haute, 17 miles; Terre Haute-Brazil, 12 miles; Terre Haute-West Terre Haute, 2 miles; Terre Haute-Sanford, 10 miles; Sanford-Paris (Illinois), 11 miles (leased from Terre Haute and Western Railway Company); total, 52 miles (1931).
 Passenger service (1931): operated by Public Service Company of Indiana (except Terre Haute-Paris): two-hourly, on Paris division.
- F. All rolling stock furnished by Public Service Company of Indiana, except on Terre Haute-Paris division: passenger power 2. Service: power 1. Total (1931): 3.
- G. Property had been leased to Terre Haute, Indianapolis and Eastern Traction Company for 999 years from March 25, 1907. When THI&E went into receivership in 1930, its lease was sold at public sale on May 26, 1931. The lease was then assigned to Public Service Company of Indiana, which subsequently (June 13, 1931) sub-leased the property, with the exception of the Terre Haute and Western Railway (which was abandoned April 30, 1932) to Indiana Railroad System. When Indiana Railroad ceased operations and terminated the sub-lease in January 1940, Public Service Company and Terre Haute Electric Company cancelled the original lease.

TERRE HAUTE ELECTRIC RAILWAY COMPANY

- A. January 11, 1892.
- B. Change of name from Terre Haute Street Railway Company.
- C. \$100,000.
- D. January 6, 1892 (electric operation—had been animal power since April 1866).
- E. Terre Haute, 6 miles (1892).
- F. Passenger: power 12. Service: power 1. Total (1892): 13.
- G. Sold at foreclosure to Terre Haute Electric Company, June 27, 1899.

TERRE HAUTE ELECTRIC TRACTION COMPANY

- A. June 1, 1903.
- B. Successor (reorganization) to Terre Haute Electric Company.
- C. \$3,000,000.
- D. June 1, 1903.
- E. Terre Haute, 16 miles; Brazil, 4.5 miles; Terre Haute-Brazil, 12 miles; Terre Haute-West Terre Haute, 2 miles; total, 34.5 miles (1903). Terre Haute-Clinton, 16 miles, November 12, 1903. Passenger service (1903): hourly on all divisions.
- F. Passenger: power 56. Service: power 3. Total (1903): 59.
- G. Name changed to Terre Haute Traction and Light Company, May 18, 1904.

TERRE HAUTE, INDIANAPOLIS AND EASTERN TRACTION COMPANY

- A. March 1, 1907.
- B. Successor (by consolidation) to Indianapolis and Eastern Railway, Richmond Street and Interurban Railway Company, Indianapolis and Western Railway Company, and Indianapolis Coal Traction Company.
- C. \$100,000, increased to \$25,000,000 in 1908.
- D. March 1, 1907.
- E. Indianapolis-Richmond, 69 miles; Indianapolis-Plainfield, 14 miles; Indianapolis-Danville, 20 miles; Dunreith-New Castle, 11 miles; Cambridge City-Milton, 2 miles; Richmond, 10 miles; total (March 1, 1907), 126 miles. Terre Haute-Brazil, 12 miles; Terre Haute-Clinton, 16 miles; Terre Haute-Sullivan, 26 miles; Terre Haute, 18 miles; Brazil, 4.5 miles; Terre Haute-West Terre Haute, 2 miles; total, 78.5 miles, all leased from Terre Haute Traction and Light Company on March 25, 1907. Indianapolis-Lafayette, 68 miles; Lebanon-Crawfordsville, 24 miles; total, 92 miles, leased from Indianapolis and Northwestern Traction Company, April 1, 1907. Indianapolis-Martinsville, 31 miles, leased from Indianapolis and Martinsville Rapid Transit Company, April 1, 1907. Plainfield-Greencastle, 26 miles, July 4, 1907. Terre Haute-Paris (Illinois), 21 miles, October 25, 1907 (built by Terre Haute Traction and Light and Terre Haute and Western Railway—the Illinois section—the line was actually leased to THI&E on November 15, 1907. Until that date, the line was operated by THI&E under an operating agreement). Greencastle-Brazil, 17 miles, January 22, 1908. New Castle, 1.5 miles, June 1, 1908. Indianapolis-Crawfordsville, 45 miles, leased from Indianapolis, Crawfordsville and Danville Electric Railway Company May 1, 1912. Crawfordsville, 2 miles, June 22, 1912. Mileage (1914): interurban, 402 miles; city, 40 miles; total, 442 miles (THI&E also owned the controlling interest in Indianapolis Street Railway, but the company operated independently of the rest of the system and is therefore not included herein).

- Passenger service (1917): Indianapolis-Richmond two-hourly, plus 5 daily limiteds to Richmond and 2 to Dayton (in conjunction with Ohio Electric Railway); Indianapolis-Lafayette, hourly plus 5 limiteds; Indianapolis-Terre Haute, two hourly, plus 7 limiteds; Lebanon-Crawfordsville two-hourly, plus 4 limiteds; Indianapolis-Martinsville, hourly, plus 2 limiteds; Indianapolis-Crawfordsville, two-hourly, plus 4 limiteds; Indianapolis-Danville, two-hourly; Terre Haute-Sullivan, one and one half hourly; Terre Haute-Clinton and Terre Haute-Paris, hourly.
- F. Passenger: interurban: 80 (power 72, trail 8) city: power 134; total: 214. Freight: 2 (power 22, trail 7). Service: 43 (power 21 trail 23). Total (1914): 278.
- G. Abandoned: Cambridge City-Milton, June 30, 1920 New Castle and Crawfordsville, October 31, 1922 Indianapolis - Martinsville, Indianapolis - Danville Indianapolis-Crawfordsville, Indianapolis - Lafayette, Lebanon-Crawfordsville, October 31, 1930 Terre Haute-Clinton, Terre Haute-Sullivan, March 24, 1931; lease of remaining property sold at public auction (due to receivership of THI&E in 1930) May 26, 1931, and bought by Public Service Company of Indiana, with the exception of the Paris-Sanford section, which was returned to the receiver for the Terre Haute and Western.
- H. Passengers carried (1920): 29,391,226. All leases were for 999 years.

TERRE HAUTE TRACTION AND LIGHT COMPANY

- A. May 19, 1904.
- B. Successor (through consolidation) to Terre Haute Electric Company and Terre Haute Electric Traction Company.
- C. \$3,000,000.
- D. May 19, 1904.
- E. Terre Haute, 18 miles; Terre Haute-Brazil, 11 miles; Terre Haute-West Terre Haute, 2 miles; Terre Haute-Clinton, 16 miles; Brazil, 4.5 miles; total, 52.5 miles (1904). Terre Haute-Sullivan 26 miles, June 21, 1906. Terre Haute-Sanford 10 miles, October 25, 1907. Total (1907): 88.5 miles. Passenger service (1906): hourly on all divisions.
- F. Passenger: power 67. Freight: 6 (power 3, trail 3). Service: 10 (power 6, trail 4). Total (1906): 83.
- G. All property leased to Terre Haute, Indianapolis and Eastern Traction Company for 999 years from March 25, 1907 (except—Terre Haute-Sanford, leased November 15, 1907—this property, under construction when the others were leased, was completed by Terre Haute Traction and Light before leasing). When operation was ceased by THI&E and Public Service Company of Indiana, the leases were cancelled and the lines scrapped.

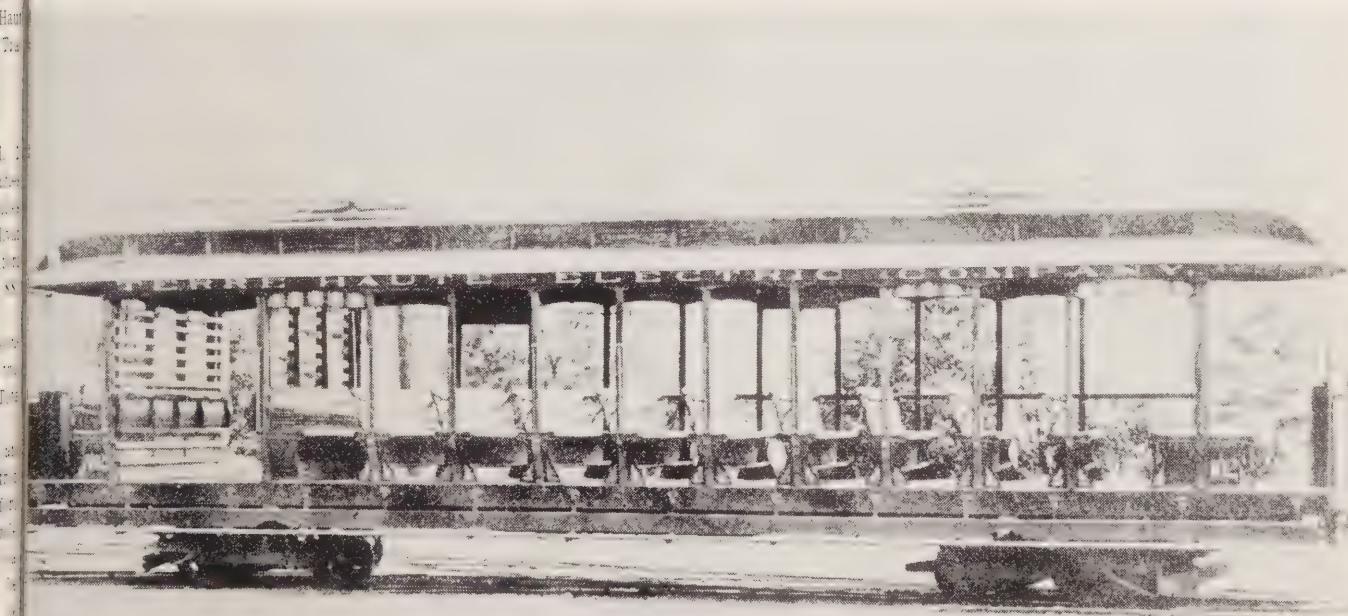
TERRE HAUTE AND WESTERN RAILWAY COMPANY

- A. January 7, 1907 (Illinois corporation).
- B. Original company.
- C. \$350,000.
- D. October 25, 1907.



Southern Michigan Railway No. 305, at Berrien Springs (Mich.) in 1912.

Credit: F. G. DeSonia.



A rare one—an open interurban. No. 102 of the Terre Haute Electric Company, about 1900.

Credit: J. M. Ross.



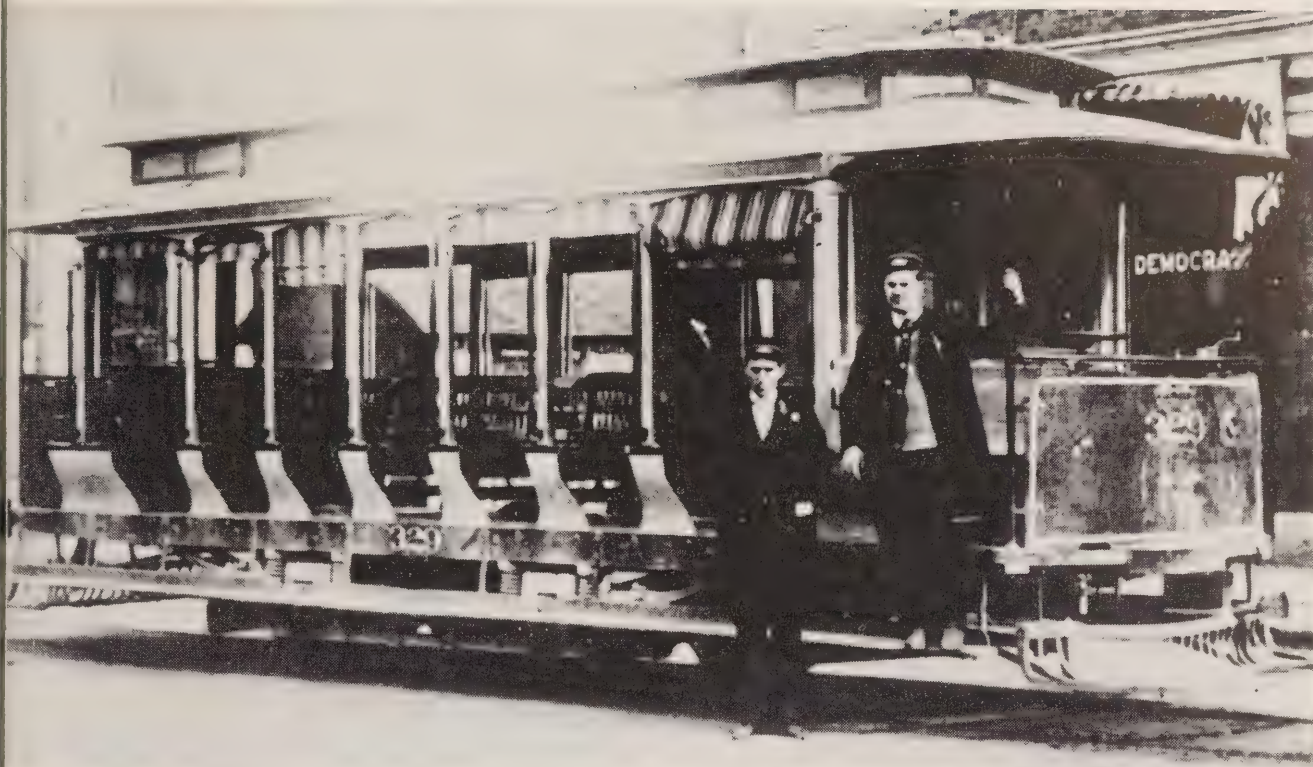
The only double decked car in Indiana, Terre Haute Electric Railway's No. 70, in 1895.

Credit: McGraw-Hill Publishing Company



T. H., I. & E. freight motor No. 1, 1909.

Credit: Bass Photo, Indianapolis.



Terre Haute, Indianapolis and Eastern Traction No. 329, local service car in New Castle, about 1914.

Credit: Charles V. Hess.



Terre Haute Traction and Light No. 460, a typical Birney, in 1923.

Credit: McGraw-Hill Publishing Company.



Toledo and Chicago Railway No. 5, 1903.

Credit: Ed Belknap



Union Traction combination No. 400 in 1916, one of the first all-steel cars in Indiana.

Credit: Hudson R. Biery

Sanford-Paris (Illinois), 10.6 miles (1907).

Passenger service (1907, Paris-Terre Haute): hourly (operated under lease by Terre Haute Traction and Light Company, lease sub-leased to Terre Haute, Indianapolis and Eastern Traction Company for operation for 999 years from November 15, 1907).

All rolling stock furnished by THI&E.

In receivership, April 1930, as a result of THI&E's entering receivership.

Operated by receiver in name of Terre Haute Traction and Light Company and, after August 22, 1931, Terre Haute Electric Company, Inc. until April 30, 1932, when operations ceased and the line was scrapped.

LEDO AND CHICAGO INTERURBAN RAILWAY

March 26, 1903.

Original company.

\$500,000, raised to \$1,250,000 on April 26, 1905.

September 18, 1907.

Fort Wayne-Garrett, 20.4 miles; Garrett-Kendallville, 11.6 miles; Garrett-Waterloo, 9.8 miles; other, 1.6 miles; trackage (in Fort Wayne over Fort Wayne and Northern Indiana Traction Company), 1.2 miles; total, 44.6 miles (1907).

Passenger service (1908): hourly, alternating Fort Wayne-Waterloo and Fort Wayne-Kendallville with connection at Garrett for other terminus.

Passenger: 7 (power 6, trail 1). Freight: 4 (power 2, trail 2). Service: 6 (power 4, trail 2). Total (1908): 17.

Sold at foreclosure to Fort Wayne and Northwestern Railway Company, April 12, 1913.

UNION TRACTION COMPANY

September 3, 1897.

Original company.

\$300,000.

December 23, 1897.

Anderson-Alexandria, 11 miles (1897). Alexandria-Summitville, 6 miles, April 12, 1898; total, 17 miles (1898).

Passenger service (1898): Anderson-Summitville, hourly (connection at Summitville with Marion City Railway for service to Marion).

Passenger: 6 (power 3, trail 3). Service: power 1. Total (1898): 7.

Merged into Union Traction Company of Indiana (number 1), June 27, 1899.

Bought control of Marion City Railway, June 18, 1899, but before operation began the Union Traction merger was executed and both lines were operated as divisions of the new company.

UNION TRACTION COMPANY OF INDIANA (number 1)

June 27, 1899.

Successor (through consolidation) to Union Traction Company, Anderson Electric Street Railway Company, Citizens Street Railway Company (of Muncie), Elwood Electric Street Railway, and Muncie, Anderson and Indianapolis Street Railroad Company.

C. \$5,000,000, raised to \$8,500,000 in 1903.

D. July 1, 1899.

E. Anderson-Marion, 34 miles; Anderson, 11 miles; Muncie, 15 miles; Elwood, 6 miles; total, 66 miles (1899). Anderson-Indianapolis, 38 miles, January 4, 1901; Muncie-Anderson, 19 miles, July 3, 1901; Alexandria-Elwood, 9 miles, October 1, 1901 (bought Elwood and Alexandria Railway Company, September 23, 1901); Marion, 11 miles, March 25, 1902 (bought Marion Transit Railway, March 25, 1902); Elwood-Tipton, 11 miles, December 31, 1902 (regular service between Alexandria and Tipton begun February 10, 1903); total, 144 miles (1903).

Passenger service (1903): hourly on all divisions, with minor variations.

F. Passenger: 110 (power 91, trail 19). Service: 11 (power 8, trail 3). Total (1903): 121.

G. Leased for 999 years to Indiana Union Traction Company on July 1, 1903.

Merged into Union Traction Company of Indiana (number 2) on May 13, 1912.

UNION TRACTION COMPANY OF INDIANA (number 2)

A. May 13, 1912.

B. Successor (through consolidation) to Union Traction Company of Indiana (number 1) and Indiana Union Traction Company.

C. \$9,000,000.

D. May 28, 1912.

E. Muncie-Anderson-Indianapolis, 57 miles; Anderson-Wabash, 54 miles; Alexandria-Tipton, 20 miles; Indianapolis-Logansport, 80 miles; Kokomo-Peru, 20 miles; Muncie-Bluffton, 42 miles; Muncie-Union City, 32 miles; Anderson-Middletown, 10 miles; Muncie, 16 miles; Anderson, 11 miles; Marion, 14 miles; Elwood, 4 miles; total, 360 miles (1912). Indianapolis-New Castle, 45 miles, October 25, 1912 (leased from Indianapolis, New Castle and Eastern); Muncie-New Castle, 18 miles, September 1, 1913; Muncie-Portland, 32 miles, June 15, 1916 (sub-leased from Indianapolis, New Castle and Eastern, which had previously leased the property); total, 455 miles (1916).

Passenger service (1917): Muncie-Indianapolis, two-hourly, plus 7 daily limited round trips; Anderson-Marion, two-hourly, plus 2 Marion Flyers; Anderson-Wabash, two-hourly (alternating with Anderson-Marion service); Indianapolis-Logansport, 9 limiteds and 8 locals alternating on an hourly schedule, plus one car Indianapolis-Tipton-Alexandria; Indianapolis-Peru, two-hourly, plus 4 locals, Kokomo-Peru; Muncie-Bluffton, 5 locals, plus 7 limiteds Indianapolis-Fort Wayne (in conjunction with Fort Wayne and Northern Indiana Traction Company); Tipton-Alexandria, 4 limiteds and 10 locals; Muncie-Union City, 13 locals, varying hourly and two-hourly; Indianapolis-New Castle-Muncie, 1 limited and 12 locals, varying hourly and two-hourly; Muncie-Portland, one and a half hourly; Anderson-Middletown, one and a half hourly.

- F. Passenger: City: 153 (power 118, trail 35); interurban: 78 (power 63, trail 15); total: 231. Freight: 24 (power 19, trail 5). Service: 106 (power 70, trail 36). Total (1912): 361.
1928: Passenger: 169 (power 127, trail 42). Freight: 187 (power 23, trail 164). Service: 36 (power 25, trail 11). Total: 392.
- G. Abandoned: Elwood, August 31, 1924; Muncie-Union City, Muncie-Portland, Anderson-Middletown, February 28, 1930.
Sold at foreclosure sale to Indiana Railroad, July 2, 1930.
- H. Passengers carried (1917): 19,683,276; (1928): 10,855,147. Freight car miles (1926): 279,620. Owned parks at Indianapolis, Anderson, Muncie, and Eaton.

VALPARAISO AND NORTHERN RAILWAY

- A. August 25, 1908.
- B. Original company.
- C. \$10,000.
- D. Valparaiso-Flint Lake, July 4, 1910; Chesterton-Goodrum, February 18, 1911; Flint Lake-Woodville, October 7, 1911; Woodville-Goodrum, February 17, 1912.
- E. Valparaiso-Chesterton, 11 miles (1912). Passenger service (1912): two-hourly.
- F. Passenger: power 1. Service: power 1. Other: trail 1 (funeral). Total (1912): 3.
- G. Merged into Gary and Interurban Railroad, January 28, 1913.
- H. Goshen, South Bend and Chicago Railroad operated Hammond-LaPorte trains over Woodville Junction-Goodrum section of the line, with connections to Valparaiso and Chesterton via Valparaiso and Northern.

VINCENNES CITIZENS STREET RAILWAY COMPANY

- A. February 12, 1891.
- B. Original company.
- C. \$15,000, increased to \$100,000 in 1904.
- D. September 8, 1891.
- E. Vincennes, 2.5 miles (1891), increased to 10 miles in 1906.
- F. Passenger: 12 (power 8, trail 4). Service: power 2. Total (1897): 14.
- G. Sold to Vincennes Traction and Light Company, March 11, 1906.
- H. Passengers carried (1897): 283,256.

VINCENNES ELECTRIC RAILWAY COMPANY

- A. November 28, 1921.
- B. Successor (reorganization) to Vincennes Traction Company.
- C. \$100,000.
- D. January 1, 1922.
- E. Vincennes, 6 miles (1922).
1). Total (1922): 13.
- F. Passenger: power 10. Service: 3 (power 2, trail 1).
- G. Abandoned, July 31, 1938.

VINCENNES TRACTION COMPANY

- A. December 16, 1909.
- B. Successor (by purchase) to Vincennes Traction and Light Company.
- C. \$350,000.
- D. December 20, 1909.
- E. Vincennes, 10 miles (1909).
- F. Passenger: 16 (power 12, trail 4). Service: power 2. Total (1909): 18.
- G. Sold to Vincennes Electric Railway Company, January 1, 1922.

VINCENNES TRACTION AND LIGHT COMPANY

- A. March 2, 1906.
- B. Successor (by purchase) to Vincennes Citizen Street Railway.
- C. \$100,000.
- D. March 11, 1906.
- E. Vincennes, 10 miles (1908).
- F. Passenger: 18 (power 14, trail 4). Service: power 2. Total (1907): 20.
- G. Sold to Vincennes Traction Company, December 20, 1909.

WABASH RIVER TRACTION COMPANY

- A. March 28, 1900.
- B. Original company.
- C. \$20,000.
- D. August 3, 1901.
- E. Wabash-Peru, 14 miles; Wabash, 2 miles; Peru, 1 mile; total, 17 miles (1901).
Passenger service (1902): hourly.
- F. Passenger: power 3. Freight: 3 (power 1, trail 2). Service: power 1. Total (1903): 7.
- G. Merged into Fort Wayne and Wabash Valley Traction Company, February 29, 1904.

WASHINGTON STREET RAILWAY

- A. December 9, 1898.
- B. Successor (through purchase at sheriff's sale) to Washington Street Railway Company.
- C. \$25,000.
- D. December 19, 1898.
- E. Washington, 5 miles (1904).
- F. Passenger: 8 (power 7, trail 1). Service: power 1. Total (1904): 9.
- G. Abandoned October 31, 1935.

WASHINGTON STREET RAILWAY COMPANY

- A. July 18, 1894.
- B. Original company.
- C. \$10,000.
- D. October 1, 1894, as horse line. Electrified July 11, 1896.
- E. Washington, 3.3 miles (1896).
- F. Passenger: 5 (power 4, trail 1). Service: power 1. Total (1897): 6.
- G. Sold at sheriff's sale to Washington Street Railway, December 18, 1898.



Vincennes Citizens Street Railway open car No. 51, 1906.

Credit: McGraw-Hill Publishing Company.



Wabash River Traction car 14, Wabash. 1901.

Credit: Vane Jones.



Washington Street Railway open car No. 8, about 1912(?).

Credit: Mrs. Eileen Hatfield



Winona Interurban Railway limited car 58 at the Broad Ripple loop, Indianapolis, 1913.

Credit: Mrs. John Compton

WHITING, HAMMOND AND EAST CHICAGO RAILWAY COMPANY

August 12, 1892.

Successor (by franchise purchase) to Hammond Electric Railway Company.

\$100,000.

Hammond, November 1892; Hammond-East Chicago, May 15, 1893; East Chicago-Whiting, October 1893.

Hammond-East Chicago-Whiting, 7.5 miles (1893).

Passenger: power 12 (1892).

Name changed to Hammond, Whiting, and East Chicago Electric Railway Company, December 22, 1893.

WINONA INTERURBAN RAILWAY

June 12, 1905.

Original company.

\$500,000, increased to \$1,200,000 in 1911.

Warsaw-Goshen, June 22, 1906; Peru-Chili, May 8, 1907; Chili-Akron, January 7, 1908; Warsaw-Mentone, March 19, 1909; Mentone-Akron, February 4, 1910.

Peru-Goshen, 68 miles; Warsaw-Winona Lake, 3 miles (leased from Winona and Warsaw Railway for 99 years from January 1, 1910); total, 71 miles (1910).

Passenger service (1911); Goshen-Peru, two-hourly; Warsaw-Winona Lake, half-hourly.

Passenger: 18 (power 10, trail 8). Freight: 7 (power 2, trail 5). Service: 3 (power 2, trail 1). Total (1912): 28.

Sold at receiver's sale to Winona Service Company, May 28, 1924.

Peru-Chili section was an electrification of the old Eel River Railroad, an abandoned Wabash Railroad spur.

Being owned by religious institutions, Sunday service was forbidden until a court action (instituted by bondholders) compelled the road to operate on Sunday in order to meet interest payments due. Sunday service was inaugurated March 9, 1909.

WINONA RAILROAD COMPANY

A. September 9, 1926.

B. Successor (through name change) to Winona Service Company.

C. \$1,000,000.

D. September 9, 1926.

E. Peru-Goshen, 68 miles; Warsaw-Winona Lake, 3 miles; total, 71 miles (1926).

Passenger service (1926): Peru-Goshen, two-hourly; Warsaw-Winona Lake, half-hourly.

F. Passenger: power 16. Freight: 23 (power 4, trail 19). Service: 5 (power 3, trail 2). Total (1926): 44.

G. Abandoned: passenger service, Peru-Goshen, plus freight service, Goshen-New Paris Junction, Peru-Wabash Junction, September 30, 1934; Warsaw-Winona Lake, July 4, 1938; Warsaw-Wabash Junction, April 30, 1947; Warsaw-New Paris Junction, May 31, 1952.

H. Freight service converted to propane gas in 1937.

WINONA SERVICE COMPANY

A. May 27, 1924.

B. Successor (through purchase at receiver's sale) to Winona Interurban Railway.

C. \$1,000,000.

D. June 1, 1924.

E. Peru-Goshen, 68 miles; Warsaw-Winona Lake, 3 miles; total, 71 miles (1924).

Passenger service (1924): Peru-Goshen, two-hourly; Warsaw-Winona Lake, half-hourly.

F. Passenger: 25 (power 17, trail 8). Freight: 15 (power 3, trail 12). Service: 11 (power 5, trail 6). Total (1924): 51.

G. Name changed to Winona Railroad Company, September 9, 1926.

WINONA AND WARSAW RAILWAY

A. September 12, 1902.

B. Original company.

C. \$50,000.

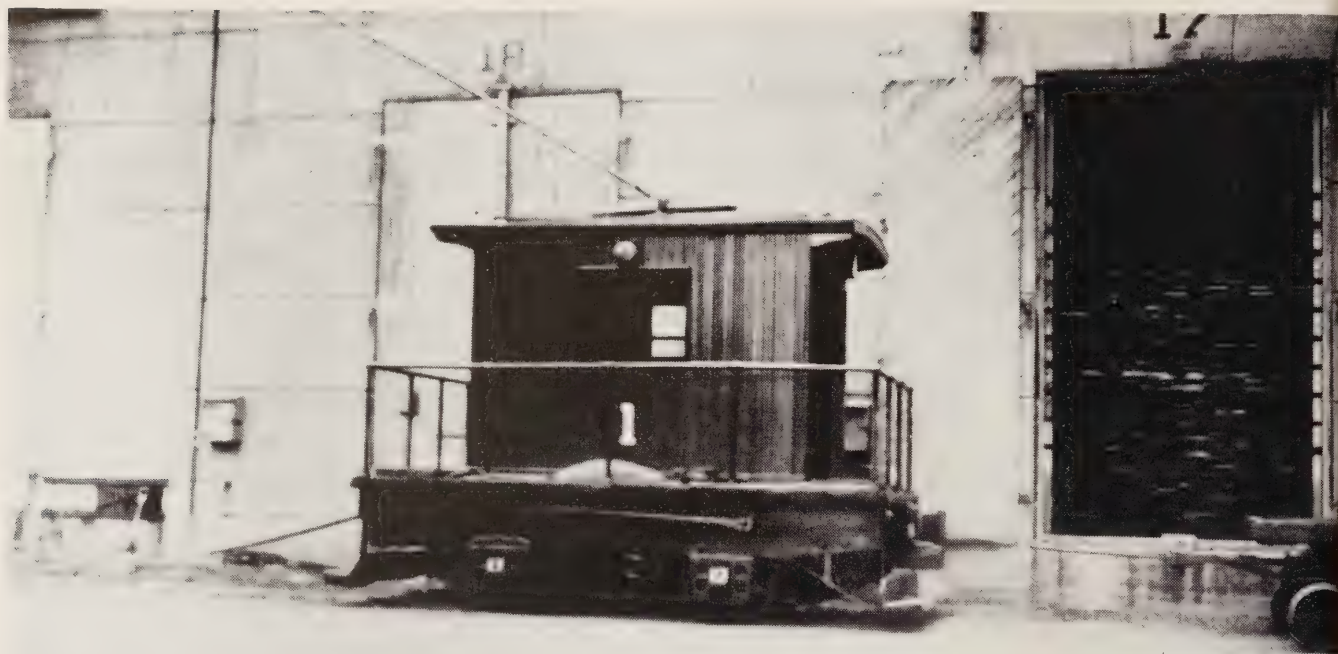
D. May 1, 1903.

E. Warsaw-Winona Lake, 3 miles (1903).

Passenger service (1904): half-hourly.

F. Passenger: 10 (power 5, trail 5). Service: power 1. Total (1904): 11.

G. Leased for 99 years to Winona Interurban Railway, January 1, 1910.



Singer Sewing Machine Company locomotive No. 1, South Bend plant, August, 1935.

Credit: Eugene Van Dusen and Harry Zillmer.



Western Indiana Gravel Company locomotive 103, at pit near Orestes, 1947.

Credit: Jerry Marlette.



Cook Transportation Company switch motor 300, Evansville, 1953.

Credit: William A. Steventon.



Twin Branch Railroad locomotive 4, at the Mishawaka generating station of the Indiana & Michigan Electric Company, October 1957.

Credit: Jerry Marlette.

PROPOSED LINES

While Indiana was blessed with more than its share of actual operating lines, it is when the number of proposed lines is considered that the actual grasp of the industry on the imagination of the State's citizens assumes staggering proportions. More than 250 prospective companies went so far as to file papers of incorporation, while another two hundred plus actually organized but did not incorporate. To these must be added unknown hundreds which never got beyond the planning stage (see "The Growing Years").

The great majority of these proposed lines were planned on a comparatively small scale, both in capitalization and in length of line. The capitalization of the average proposed road was close to \$100,000, with some as low as \$10,000, and the average planned mileage around fifty miles of main line.

Of the many companies which filed papers of incorporation, all but a very few made complete route surveys, the majority purchased or had options to purchase their rights-of-way, and many did considerable grading and track laying. Among the reasons for not completing and operating the various projects may be included: lack of capital (some companies sold less than five per cent of their authorized capital stock), unproductive or uncooperative territories, and several business recessions.

The listing that follows names only those companies filing papers of incorporation, and shows corporate titles, proposed areas to be served, dates of incorporation, and actual work done, if any. It will be noted that some were later merged into other and larger companies for operation, changed their corporate titles before completion, or used other motive power when they finally did operate.

Albany, Dunkirk, and Redkey Traction Co: Albany - Dunkirk - Redkey. October 26, 1898. \$25,000.

Batesville and Oldenburg Railroad and Electric Co: Batesville - Oldenburg. June 5, 1895. \$50,000.

Batesville Traction Company: Batesville - Shelbyville. 1901.

Bedford Street and Interurban Railway Co: Bloomington - Oolitic - Bedford - Mitchell - Orleans - French Lick - West Baden. March 18, 1904. \$100,000.

Bluffton, Berne and Celina Traction Co: Bluffton - Berne - Geneva - Celina (Ohio). December 26, 1908. \$50,000.

Bluffton and Fort Wayne Traction Co: Bluffton - Fort Wayne. May 23, 1905.

Brazil Electric Railway Co: Local service in Brazil. December 6, 1892. \$50,000.

Bryan, Hicksville, Maysville, and Fort Wayne Railroad Co: Fort Wayne - Bryan (Ohio). 1895.

Calumet Electric Co: Crown Point local service. 1912.

Calumet Traction Co: Hammond - East Chicago - North Calumet. March 17, 1909. \$100,000. Name changed to Indiana and Chicago Traction Co.

Calumet United Railway Co: Michigan City - Chesterton - Porter - East Gary - East Chicago - Whiting - Hammond. January 12, 1911. \$100,000.

Camden, Dunkirk and Albany Electric Traction Co: Camden - Dunkirk - Albany. October, 1898 (charter). \$150,000.

Capital Circuit Traction Co: Noblesville - Lebanon - Danville - Martinsville - Franklin - Shelbyville - Greenfield - Noblesville. December 22, 1904. \$100,000. Name changed to Circuit Terminal Railway.

Central Indiana Traction Co: Wabash - North Manchester - Winona - Warsaw; Connersville - Liberty - Ohio line. October 7, 1903. \$50,000 (increased to \$200,000 May 16, 1904).

Central Traction Co: Indianapolis - Kokomo. March 21, 1900. \$1,500,000 (bonds). Contracts let, fall 1900; graded north of Arcadia, October 1901. Bought in April 1902 by Indianapolis and Northern Traction Co.

Chicago, Gary and Fort Wayne Railroad: Gary - LaPorte - Plymouth - Warsaw - Fort Wayne. 1912.

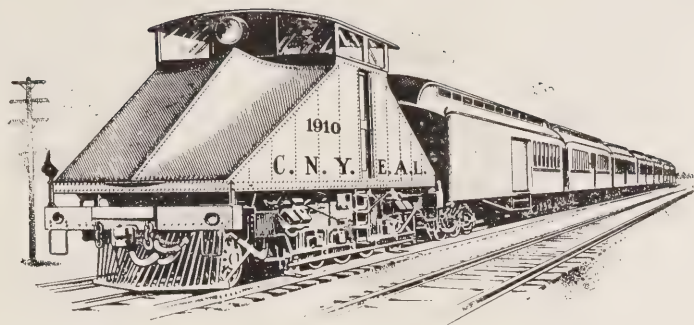
Chicago and Indiana Air Line Railway: Chicago - South Bend. December 2, 1901. \$250,000. Became Chicago, Lake Shore and South Bend on October 5, 1904.

Chicago, Indiana and Michigan Traction Co: Hammond - Michigan City - LaPorte - South Bend; Laporte - Valparaiso. May 10, 1903. \$500,000.

Chicago and Indianapolis Electric Railroad Co: Indianapolis - Frankfort - Hammond. August 30, 1912. \$100,000 (raised October 24, 1912 to \$4,000,000).

Chicago, Lafayette and Southeastern Traction Co: Chicago - Lafayette. November 2, 1905. \$100,000.

Chicago - New York Electric Airline Railroad Co: Chicago - New York. October 12, 1906. \$1,000,000 (raised gradually to \$5,000,000). Promised 742 mile ride in 10 hours for \$10 on line free from grade crossings and most hills and other obstructions. A pipe dream? could be, but more than 10,000 stockholders believed it possible!



CHICAGO TO NEW YORK IN TEN HOURS

THE YEAR IS AT HAND.

1909

Before the close of 1909, the first division of the Chicago-New York Electric Air Line, now nearing completion, will become an operating railroad, and take its place among the dividend earning electric railroads of the country. This first division will run from Gary, Chicago's great industrial suburb, to Westville and LaPorte, Indiana, with a feeder crossing the Air Line at right angles, operating from Valparaiso to Chesterton, Indiana, through the beautiful lake region intervening, more than forty miles in all.

FUNDAMENTAL PURPOSES OF THE AIR LINE.
The Chicago-New York Electric Air Line Railroad is being built with these fundamental purposes in view, and will result in the greatest money making enterprise of the century:

FIRST—To give the expanding commerce of the country a well-built, well-equipped, high speed electric trunk line railroad, connecting Chicago and New York in as near a direct line as physical conditions will permit. This road will be 160 miles shorter than its shortest competitor and will serve as a main artery into which 17,000 miles of trolley lines in the intervening states will pour an ever-increasing volume of business. The enormously profitable traffic which such a line will have, passenger, freight, express and mail, will be apparent to anyone who gives the matter a moment's thought. The freight traffic alone between Chicago and New York amounts to more than one hundred million tons annually.

Second—To build this well-planned trunk line electric road as a series of interurban lines, built one at a time according to the original plans, each in itself a dividend earner because of the profitable local business possible, and every mile of track laid capable of carrying heavy trains at high speed. Each completed division or unit, will be operated for local business while the others are building, and all eventually will become connected into the greatest, best built and most profitable electric railroad the world has seen.

THIRD—To build this railroad through the sale of its capital stock instead of by the customary methods of bonds and stock manipulation. The Air Line methods give the investing public an opportunity to share in the profits of construction as well as in the profits of operation, and to save to the stockholder the huge rake-off, which ordinarily goes

to promoters and financial men. In a word, the Air Line is a great popular co-operative movement, which is creating a needed railroad through the best territory in the United States, certain to be enormously profitable, built and operated by the people in the interest of the public. The ordinary railroad is built to sell. The Air Line is being built to operate in the interest of its stockholders.

A RAILROAD STOCK THAT IS BETTER THAN A BOND.
The Gary-LaPorte division, connecting at LaPorte with a dozen cities in Indiana and Michigan, is nearing completion, and a portion has been in operation more than a year at a profit. To complete this well-located first division and put into operation the first and most important link of this Chicago to New York Electric Trunk Line, the Company is offering for sale a limited amount of 7 per cent Cumulative Preferred stock.

This Preferred stock, amounting to less than \$20,000 per mile, is absolutely certain to earn at least 7 per cent annually from the very start, and will share in the enormous profits which await the completion of the road to New York.

This is the best opportunity ever given the public to get into a great business on terms which give them their full share of the profits. Write to the office for further information, or use the attached coupon in making application for purchase.

The 7 Per Cent Cumulative Preferred Stock of the Chicago-New York Electric Air Line Railroad Company can be bought to-day as follows: \$25 per share less 2 per cent for cash, or in ten equal monthly payments of \$2.50 per share.

Frederick H. Wood, General Sales Agent, 77 Monroe Street, Chicago.

- SALES OFFICES.**
Boston—90 Journal Building; 262 Washington Street, Geo. G. Pfieger, Manager.
Chicago—77 Monroe Street, Milton Denney, Manager.
San Francisco—211 Humboldt Bank Building, W. G. Loomis, Manager.
New Bedford, Mass.—71 Williams Street, G. H. Hodgkins.
Seattle, Wash.—420 Arcade Annex, T. C. Magrath.
Portland, Ore.—134 Sixth Street, Roberts & Co.
Los Angeles, Cal.—508 I. W. Hallman Building, A. J. Schlegl.
Milwaukee, Wis.—538 Wells Building, Geo. B. Martin.
Stanley, Wis.—Samuel Kellum and Homer C. Strong.
Hancock, Mich.—J. B. Clark.
Ashland, O.—Walter Sill.

Date _____

PURCHASE COUPON

To the Co-Operative Construction Company, FREDERICK H. WOOD, Treasurer, 77 Monroe St., Chicago, Ill.

I hereby make application for the purchase of _____ Shares of 7 per cent Cumulative Preferred Stock of the Chicago-New York Electric Air Line Railroad Co., and enclose herewith \$ _____ as one-tenth payment of the purchase price, and will pay balance in nine equal monthly payments.

Signed _____ City _____

Street _____ State _____

Stock-selling advertisement of the Chicago-New York Electric Air Line, 1909.
Credit: Jerry Marlette.

- Chicago and Northern Indiana Railway Co:** Chicago - Lafayette - Indianapolis. May 3, 1904. \$25,000.
- Chicago and Western Indiana Electric Railway Co:** Chicago - Valparaiso - Lafayette - Crawfordsville - Greencastle - Bloomington - Louisville. February 1907. \$100,000.
- Cincinnati, Indiana and Ohio River Railway:** Cincinnati - Madison - Louisville. 1914.
- Cincinnati and Indianapolis Traction Co:** Lawrenceburg - Batesville - Greensburg - Shelbyville - Indianapolis. 1901.
- Cincinnati, Madison and Western Traction Co:** Cincinnati - Madison - Scottsburg. January 30, 1908. \$10,000. Graded near Madison.
- Circuit Terminal Railroad:** Bought rights, powers, and privileges of Circuit Terminal Railway, June 28, 1913.
- Circuit Terminal Railway:** June, 1911. Name changed from Capital Circuit Traction Co.
- City Railway Company:** Indianapolis. April 24, 1893. Merged into Indianapolis Street Railway Co. (number 1).
- Clinton Traction Co:** Frankfort and adjacent counties. January 18, 1899. \$25,000.
- Coal Belt Traction Co:** Linton - Dugger - Sullivan - Shelburn - Farmersburg; Linton - Jasonville - Hymera - Shelburn; Linton - Sandborn - Bicknell - Vincennes. July 2, 1914. \$10,000.
- Columbus, Greensburg and Richmond Traction Co:** Columbus - Greensburg - Richmond; Greenfield - Carthage - New Salem. November 24, 1903. \$1,000,000.
- Covington and Southern Railway Co:** Fountain and Parke counties. June 28, 1899. \$50,000.
- Crawfordsville and Danville Interurban Co:** Crawfordsville - Danville (Illinois). June 14, 1912. \$5,000.
- Crawfordsville and Danville Traction Co:** Alamo - Wallace - Kingman - Cayuga - Perrysville - Silverwood; Crawfordsville - Danville. July 18, 1912. \$10,000.
- Crawfordsville Traction Co:** Hillsboro - coal fields. January 9, 1901. \$100,000.
- Danville and Cartersburg Railroad Co:** Danville - Cartersburg. July 25, 1903. Consolidated August 29, 1903 with Indianapolis and Plainfield Electric Railroad Company to form Indianapolis Coal Traction Company.
- Dayton and Richmond Traction Co:** Dayton (Ohio) - Richmond. April 4, 1901. \$10,000.
- Delphi, Flora and Burlington Traction Co:** Delphi - Flora - Burlington. September 30, 1909. \$125,000.
- Dunkirk and Redkey Traction Co:** Redkey - Dunkirk - Pennville. August 12, 1898. \$75,000.
- Eastern Indiana Traction Co:** Montpelier - Hartford City - Upland - Gas City - Marion; Upland - Matthews - Gaston - Alexandria; Muncie - Fort Wayne; Richmond - Fountain City - Lynn - Winchester - Portland. July 18, 1901. \$10,000.
- Elkhart, Goshen and Southern Railway Co:** Elkhart - Goshen - Warsaw. December 21, 1897. \$10,000. Merged into Indiana Railway Co., 1899.
- Evansville and Cannelton Traction Co:** Newburgh - Rockport - Grandview - Troy - Tell City - Cannelton. August 30, 1906. \$10,500.
- Evansville, Chrisney and Eastern Railway:** Evansville - Chrisney - Troy - Tell City (connection at Boonville with Evansville, Suburban and Newburgh). March 3, 1911. \$50,000.
- Evansville and Eastern Traction Co:** Grandview - Tell City - Cannelton - White Sulphur Springs - Wyandott - Cave - Corydon - New Albany. September 30, 1908. \$10,000. (Sub-corporation of Evansville and Eastern Electric Railway Company, formed to build from Rockport to Grandview.)
- Evansville, Mount Carmel and Olney Interurban Railway Co:** Evansville - Darmstadt - Cynthiana - Owensville - Mount Carmel - Olney (Illinois). February 18, 1908. \$10,000.
- Evansville and Mount Vernon Traction Co:** Evansville - Mount Vernon. November 25, 1901. \$10,000.
- Evansville and New Harmony Traction Co:** Evansville - New Harmony. April 1, 1914. \$100,000.
- Evansville, Princeton and Indianapolis Railway Co:** Princeton - Indianapolis. July 20, 1904. \$12,000.
- Evansville, Princeton and Vincennes Interurban Railway Co:** Princeton - Vincennes; Princeton - Petersburg - Washington. June 28, 1906. \$1,500,000.
- Ferdinand Electric Railway Co:** Ferdinand - Huntingburg. October 25, 1906. \$50,000. Became operating steam road, and in operation by diesel power when this was written.
- Fort Wayne, Bluffton and Richmond Traction Co:** Fort Wayne - Bluffton - Richmond. November 27, 1902. \$50,000.
- Fort Wayne, Dayton and Cincinnati Traction Co:** Fort Wayne - Dayton (Ohio) - Cincinnati. April 11, 1901.
- Fort Wayne, Decatur and Southern Traction Co:** Fort Wayne - Decatur - Geneva - Portland - Winchester - Lynn - Richmond. 1915.
- Fort Wayne and Goshen Railway Co:** Fort Wayne - Churubusco - Ligonier - Goshen. January 27, 1902. \$20,000.
- Fort Wayne and Hicksville Electric Railway:** Fort Wayne - Hicksville. September 5, 1915. \$50,000.
- Fort Wayne and Lima Traction Co:** Fort Wayne - Lima - Dayton (Ohio). September 19, 1901. \$50,000.
- Fort Wayne, Logansport and Lafayette Traction Co:** Fort Wayne - Lafayette. August 25, 1902. \$1,000,000. Planned to contest ownership of the Wabash and Erie Canal towpath.
- Fort Wayne, Logansport, Lafayette and Lima Traction Co:** Fort Wayne - Lafayette; Fort Wayne - Lima (Ohio). May 29, 1903. \$7,500,000. Name changed February 25, 1904 to Fort Wayne and Wabash Valley Traction Company. (Purchased Lafayette Street Railway June 26, 1903, acting as holding company.)
- Fort Wayne and Northeastern Traction Co:** Fort Wayne - Bryan (Ohio). April 29, 1903. \$100,000.
- Fort Wayne and Northern Traction Co:** Fort Wayne - Garrett - Auburn - Waterloo; Garrett - Avilla - Kendallville. December 18, 1901. \$25,000.
- Fort Wayne and South Bend Railway Co:** Fort Wayne - Churubusco - Wolf Lake - Cromwell - Wawasee - Syracuse - Nappanee - Mishawaka - South Bend. 1906. \$500,000.
- Fort Wayne and Southern Traction Co:** Fort Wayne - Bluffton - Montpelier - Hartford City - Muncie; Fort Wayne - Decatur - Portland - Winchester - Richmond. December 18, 1901. \$25,000.

Fort Wayne and Southwestern Traction Co: Huntington - Warren - Marion. January 4, 1901. Actually a subdivision of the operating company of the same name.

Fort Wayne and Toledo Electric Railway Co: Fort Wayne - Bryan (Ohio). July 20, 1909. \$100,000. Graded and built bridges from Fort Wayne to Harlan, but rising costs of World War I forced abandonment.

Fort Wayne, Van Wert and Lima Traction Company: Fort Wayne - Monroeville - Ohio line. August 1, 1902. \$2,000,000. Formed to build to Ohio line, where it joined with Lima, Delphos, Van Wert and Fort Wayne Traction Company line. The two companies were then merged into a new Fort Wayne, Van Wert and Lima, which operated the other two properties.

Fort Wayne and Winona Traction Co: Fort Wayne - Columbia City - Winona - Warsaw. June 15, 1910. \$100,000. Sold to Fort Wayne and Northern Indiana all franchises and options, June 1911.

Hoosier Traction Co: 1918. Formed to operate St. Joseph Valley Traction Co.

Mountain - Warren Traction Co: Covington - Veedersburg - Attica - Williamsport. June 28, 1901. \$300,000.

Frankfort, Delphi and Northern Traction Co: Frankfort - Rossville - Delphi. December 12, 1906. \$100,000.

Frankfort and Indianapolis Electric Railway Co: Frankfort - Indianapolis. 1901.

Frankfort and Logansport Traction Co: Frankfort - Burlington - Logansport. March 30, 1903. \$100,000.

Garrett, Auburn and Northern Electric Railway Co: Garrett - Auburn - Waterloo - Hamilton. March 29, 1901. \$10,000.

Gary and Eastern Traction Co: Gary - Hobart - Valparaiso. July 23, 1907. \$25,000.

Gary and Hammond Traction Co: East Chicago - Hammond. June 29, 1906. \$10,000.

Gary, Hammond and Eastern Railroad Co: Hammond - Tolleston. January 28, 1907. \$100,000.

Gary - Hobart Electric Railway Co: Gary - Hobart. May 26, 1908. \$10,000.

Gary, Hobart and Valparaiso Traction Co: Gary - Hobart - Valparaiso. November 12, 1908. \$10,000. Graded at Hobart in May, 1909.

Gary, Merrillville and Southern Interurban Co: Gary - Crown Point - Cedar Lake - Lowell - Lafayette - Indianapolis. 1912.

Gas Belt Electric Street Railway Co: Anderson - Marion. 1894.

Geneva Traction Co: Geneva - Celina (Ohio); Marion - Bluffton. April 1, 1904. \$20,000.

Goshen and Southern Traction Co: Goshen - New Paris - Milford - Leesburg - Warsaw - Winona Park. September 3, 1901. \$50,000.

Greensburg, Shelbyville and Batesville Traction Co: Shelbyville - Greensburg - Batesville. December 6, 1910. \$10,000.

Hammond and Blue Island Railway Company of Indiana: Hammond - Lake Michigan. 1895.

Hobart and Western Electric Railway Co: Hobart - Hammond. April 23, 1895. \$50,000.

Hoosier Power and Traction Co: Vincennes - Washington - Loogootee - Shoals - West Baden - French Lick; Shoals - Indiana Springs. September 25, 1903. \$50,000.

Huntington, Columbia City and Ligonier Electric Railway Co: Huntington - Columbia City - Albion - Ligonier. September 21, 1895. \$50,000.

Huntington, Columbia City and Northwestern Railway Co: Huntington - Columbia City - Syracuse - Goshen; Huntington - Marion - Elwood - Indianapolis. February 16, 1903. \$50,000 (increased in 1905 to \$100,000). Graded Goshen to Lake Wawasee (20 miles) and laid one mile of rail in Syracuse. Ordered sold February 1, 1908 (in receivership).

Huntington, Richmond and Hamilton Railway: Bluffton - Portland - Richmond. 1912.

Huntington, Upland and Matthews Traction Co: Huntington - Van Buren - Upland - Matthews. May 29, 1905. \$25,000.

Indiana Central Electric Railway Co: Columbus - Seymour - Brownstown - French Lick. March 24, 1903.

Indiana Central Railway Co: Indianapolis - Peru. August 30, 1901. \$50,000. To parallel Lake Erie and Western Railroad.

Indiana and Chicago Traction Co: Hammond - East Chicago - North Calumet. April 9, 1909. Name changed from Calumet Traction Co.

Indiana Coal Belt Traction Co: Terre Haute - Sullivan; Shelburn - Jasonville; Sullivan - Linton. January 28, 1903. \$100,000.

Indiana Co: Indianapolis. 1902. To hold stocks of various companies operating into and out of Indianapolis and central Indiana.

Indiana and Illinois Traction Co: Veedersburg - Covington - Illinois line. December 31, 1902. \$10,500.

Indiana Interurban Railway Co: Indianapolis - Anderson - Marion. January 27, 1896. \$50,000. Reorganization of Indianapolis, Anderson and Marion Railway Co. Graded most of Fairmount - Marion section, laid track in Fairmount, built powerhouse at Fairmount, and began work on powerhouses at Alexandria, Jonesboro, and Anderson. Bought at receiver's sale in October 1897 by Union Traction Co.

Indiana Northern Traction Co: Wabash - North Manchester - Warsaw. 1903. Subcorporation of operating company of the same name.

Indiana Northwestern Traction Co: Hammond - Lafayette. September 4, 1909. \$50,000.

Indiana, Ohio, Illinois Railway: Indianapolis - Chicago. January 2, 1906. Name changed from Indianapolis and Chicago Airline Traction Co.

Indiana and Ohio Southern Interurban Railway Co: Rising Sun - Aurora. January 3, 1912. \$150,000.

Indiana and Southeastern Traction Co: Indianapolis - Shelbyville - Greensburg - Batesville. July 3, 1905. \$1,200,000.

Indiana Southern Electric Railway Co: Aurora - Rising Sun. December 20, 1902. \$10,000.

Indiana Western Railway Co: South Bend - New Carlisle - LaPorte - Michigan City. March 27, 1903. \$1,000,000. Merged with Indiana Railway Co., December 1904.

- Indianapolis, Anderson, Alexandria and Marion Electric Railway Co:** Indianapolis - Anderson - Alexandria - Marion. September 5, 1894. \$100,000. Construction contract let November 1894. Reorganized May 29, 1895 as Indianapolis, Anderson and Marion Railway Co.
- Indianapolis, Anderson and Marion Railway Co:** Indianapolis - Anderson - Alexandria - Marion. May 29, 1895. \$500,000. Reorganization of Indianapolis, Anderson, Alexandria and Marion Electric Railway Co. Some grading, pole erection, and distribution of ties and rail at Summitville, and rolling stock ordered, before reorganization in January 1896 as Indiana Interurban Railway Co.
- Indianapolis Cable Street Railroad:** Indianapolis. June 20, 1887 (cable, amended to electric in July 2, 1888).
- Indianapolis and Chicago Airline Traction Co:** Indianapolis - Jolietville - Kirklin - Flora - Rockfield - Idaville - Buffalo - Francesville - Wheatfield - Crown Point - Indiana Harbor - Chicago. March 9, 1905. \$100,000. Name changed to Indiana, Ohio, Illinois Railway.
- Indianapolis, Chicago and Meridian Railway:** Indianapolis - Sheridan - Flora - Monticello - Francesville - Kouts - Valparaiso - Hobart - Gary - Hammond; Warsaw - Columbia City - Fort Wayne. June 2, 1911. \$100,000.
- Indianapolis and Cincinnati Electric Railroad:** Rushville - Brookville - Harrison (Ohio). February 1913. \$10,000. Planned to extend Indianapolis and Cincinnati Traction line for through service from Indianapolis to Cincinnati.
- Indianapolis and Cincinnati Traction Co:** Indianapolis - Shelbyville - Elizabethtown (Ohio). September 12, 1901. \$10,000.
- Indianapolis, Cloverdale and Terre Haute Traction Co:** Indianapolis - West Newton - Mooresville - Monrovia - Cloverdale - Brazil - Terre Haute. April 11, 1908. \$10,000. Succeeded by Indianapolis, Cloverdale and Vincennes Traction Co.
- Indianapolis, Cloverdale and Vincennes Traction Co:** Indianapolis - Mooresville - Cloverdale - Clay City - Jasonville - Linton - Bicknell - Vincennes. December 16, 1908. \$10,000.
- Indianapolis, Danville and Rockville Traction Co:** Indianapolis - Danville - Rockville. February 5, 1903. \$100,000. Work begun between Avon and Danville on September 10, 1903. Merged March 6, 1905 with Indianapolis, Greencastle and Western Traction Co. as Indianapolis and Western Railroad Co.
- Indianapolis, Danville and Western Traction Co:** Indianapolis - Danville. July 2, 1901.
- Indianapolis and Delphi Traction Co:** Indianapolis - Carmel - Sheridan - Westfield - Kirklin - Frankfort - Russiaville - Burlington - Flora - Delphi. March 7, 1911. \$100,000.
- Indianapolis, Frankfort, Delphi and Chicago Traction Co:** Indianapolis - Frankfort - Delphi - Chicago. June 13, 1908. Succeeded Frankfort, Delphi and Northern Traction Co.
- Indianapolis and Frankfort Railroad:** Indianapolis - Frankfort. 1914.
- Indianapolis, Greencastle and Western Traction Co:** Indianapolis - Danville - Greencastle - Brazil - Terre Haute. March 24, 1903. \$50,000. Merged with Indianapolis, Danville and Rockville Traction Co. March 6, 1905, as Indianapolis and Western Railroad Co.
- Indianapolis, Greenwood and Suburban Railway Co:** Indianapolis - Greenwood. March 4, 1891. \$150,000. Reorganized as Indianapolis, Greenwood and Franklin Railroad on November 12, 1894.
- Indianapolis, Hartford City and Eastern Traction Co:** Indianapolis - Noblesville - Frankton - Alexandria - Hartford City - Pennville - Bryant - Wabash (Ohio) - Celina (Ohio) - Mercer (Ohio). March 28, 1901. \$25,000. Proposed to operate gas-electric cars.
- Indianapolis and Lebanon Traction Co:** Indianapolis - Lebanon - Frankfort. February 22, 1901. \$400,000. Reorganized February 1902 as Indianapolis, Lebanon and Frankfort Traction Co.
- Indianapolis, Lebanon and Frankfort Traction Co:** Indianapolis - Lebanon - Frankfort. February 14, 1901. \$1,000,000. Name changed to Indianapolis and Northwestern Traction Co., Inc.
- Indianapolis, Linton and Vincennes Traction Co:** Indianapolis - Mooresville - Jasonville - Linton - Bicknell - Vincennes - Patoka; Linton - Sullivan. 1913.
- Indianapolis, Logansport and South Bend Traction Railroad Co:** Logansport - Plymouth - Rochester - South Bend. 1907. Construction contract let January 1908. Reorganized as South Bend and Logansport Traction Co.
- Indianapolis and Logansport Traction Co:** Indianapolis - Logansport - Warsaw. December 30, 1898. \$100,000.
- Indianapolis and Martinsville Electric Railway Co:** Indianapolis - Mooresville - Martinsville. April 27, 1893. \$50,000.
- Indianapolis, Martinsville and Southern Railroad Co:** Indianapolis - Waverly - Glenns Valley - Martinsville. June 9, 1899. \$50,000. Name changed July 16, 1903 to Indianapolis and Southwestern Electric Railway Co.
- Indianapolis and Martinsville Traction Co:** Indianapolis - Martinsville. July 11, 1899. \$10,000.
- Indianapolis, Morristown and Rushville Electric Traction Co:** Indianapolis - Morristown - Rushville. May 15, 1900. \$50,000.
- Indianapolis, Nashville and Southern Traction Co:** Indianapolis - Nashville - Bloomington - Bedford. December 23, 1901. \$200,000.
- Indianapolis, Nashville and Southern Traction Co:** Indianapolis - Nashville - Bloomington - Bedford - Mitchell - Paoli - French Lick - Evansville. January 10, 1911. \$150,000.
- Indianapolis, New Castle and Northeastern Traction Co:** Indianapolis - Shirley - Kennard - New Castle - Hagerstown - Richmond; Richmond - Lynn - Winchester - Muncie. March, 1912. \$10,000. Organized to buy Indianapolis, New Castle and Toledo properties at foreclosure sale.
- Indianapolis, New Castle and Winchester Rapid Transit Co:** Indianapolis - New Castle - Winchester. March 27, 1902. \$12,000.
- Indianapolis, Plainfield and Western Rapid Transit Co:** Danville - Cartersburg. June 27, 1899. \$100,000.

Indianapolis, Plainfield and Western Traction Co: Indianapolis - Plainfield. June 18, 1901. \$200,000.

Indianapolis and South Bend Traction Co: Indianapolis - Westfield - Sheridan - Kirklin - Michigantown - Burlington - Logansport - Rochester - Plymouth - South Bend. 1908.

Indianapolis and Southwestern Electric Railway Co: Indianapolis - Waverly - Martinsville - Bloomington; Martinsville - Spencer - Vincennes - Evansville. July 16, 1903. Name changed from Indianapolis, Martinsville and Southern Railroad Co.

Indianapolis and Southwestern Traction Co: Indianapolis - Martinsville. 1901. \$50,000.

Indianapolis, Vincennes and Evansville Electric Railroad Co: Indianapolis - Martinsville - Bloomington - Bedford; Martinsville - Spencer - Bloomfield - Switz City - Linton - Pleasantville - Vincennes - Princeton - Evansville. September 12, 1905. \$10,000.

Indianapolis and Western Railroad Co: Indianapolis - Danville - Greencastle - Terre Haute. March 6, 1905. \$2,000,000. Succeeded Indianapolis, Danville and Rockville Traction Co. and Indianapolis, Greencastle and Western Traction Co. Graded between Danville and Greencastle, 1905.

Indianapolis and Western Traction Co: Indianapolis - Plainfield. January 4, 1902. \$100,000 (raised in February 1902 to \$500,000).

Interstate Railway, Light and Power Co: Clinton - Paris (Illinois). February 19, 1901.

Interstate Traction Co: Marion - Warren - Bluffton - Decatur - Van Wert (Ohio) - Lima (Ohio). November 22, 1904. \$150,000.

Jackson and Fort Wayne Railway Co: Jackson (Michigan) - Fort Wayne. March 4, 1904. \$50,000. Right-of-way secured, Fort Wayne to Auburn.

Jasper, French Lick, West Baden and Northwestern Traction Co: Jasper - French Lick - West Baden - Mitchell. July 9, 1902. \$10,000.

Jeffersonville City Railway Co: Jeffersonville. March 31, 1892. \$50,000. Operated as horse line, reorganized in 1900 as Jeffersonville City and Suburban Railway Co.

Jeffersonville, New Albany and Sellersburg Rapid Transit Co: Jeffersonville - New Albany - Sellersburg. February 11, 1901. \$10,000.

Jeffersonville Street Railway Co: Jeffersonville. December 17, 1888. \$100,000.

Jonesboro and Marion Electric Railroad Co: Jonesboro - Marion. December 11, 1891. \$50,000.

Kalamazoo, Elkhart and South Bend Traction Co: Kalamazoo (Michigan) - Union (Michigan) - Mottville (Michigan) - Elkhart - South Bend. December 23, 1905. \$15,000.

Kendallville and Goshen Traction Co: Kendallville - Ligonier - Goshen; Goshen - Syracuse. May 19, 1906. \$10,000.

Kendallville, Ligonier and Goshen Traction Co: Kendallville - Ligonier - Goshen; Goshen - Syracuse. September 16, 1908. \$10,000. Proposed using Huntington, Columbia City and Northwestern Traction Co. grade.

Kokomo, Converse and Marion Traction Co: Kokomo - Marion - Wabash. February 18, 1903. \$10,000. Name

changed in March 1903 to Kokomo, Marion and Western Traction Co.

Kokomo, Frankfort and Terre Haute Traction Co: Kokomo - Frankfort - Crawfordsville - Rockville - Terre Haute. May 22, 1908. Franchises and other rights sold in March 1910 to Kokomo, Marion and Western Traction Co.

Kokomo and Greentown Street Railway Co: Kokomo - Greentown. August 5, 1895. \$50,000.

Kokomo, Wabash and Northern Traction Co: Kokomo - Converse - Wabash. June, 1899. \$300,000.

Kokomo and Western Traction Co: Kokomo - Young America - Burlington. December 21, 1909. \$10,000.

Lafayette and Hoopeston Interurban Railway Co: Lafayette - Bloomington (Illinois) - Danville (Illinois). August 1, 1906. \$10,000.

Lafayette and Indianapolis Rapid Transit Railway Co: Indianapolis - Lebanon - Thorntown - Stockwell - Dayton - Lafayette. 1901. \$25,000.

Lafayette and Northwestern Railroad: Lafayette - Wolcott - Remington - Rensselaer; Remington - Goodland - Morocco - Illinois line. 1914.

Lafayette, Purdue and Northern Traction Co: Lafayette - West Lafayette - Brookston - Reynolds - Monon. February 9, 1901. \$800,000.

Lafayette and State Line Traction Co: Lafayette - Williamsport - State Line City. February 6, 1906. \$10,000.

LaPorte, Logansport and Southern Railway: LaPorte - Bass Lake - Royal Center - Logansport - Lafayette. February 21, 1913. \$100,000.

LaPorte and Michigan City Railway Company: LaPorte - Michigan City. June 18, 1900. \$300,000. Name changed to Chicago and South Shore Railway Company, January 1, 1902.

LaPorte and South Bend Railway Co: South Bend - LaPorte. January 23, 1901. \$1,000,000.

Linton Traction Co: Linton - Jasonville - Shelburn; Linton - Dugger - Sullivan. March 21, 1906. \$200,000.

Logansport, Bass Lake and LaPorte Air Line Railway Co: Logansport - Royal Center - Winamac - Bass Lake - Knox - LaPorte; Logansport - Rochester - Culver - Bass Lake. March 13, 1909. \$10,000.

Logansport - Fowler Traction Co: Logansport - Monticello - Remington - Fowler. April 2, 1903. \$150,000.

Logansport, Frankfort and Indianapolis Traction Co: Logansport - Frankfort - Lebanon - Indianapolis. November 13, 1908.

Logansport, Hammond and Chicago Traction Co: Logansport - North Judson - Valparaiso - Hammond - Chicago. May 4, 1903. \$1,000,000.

Logansport and Indianapolis Railroad Co: Logansport - Indianapolis. 1902.

Logansport and Kokomo Railway: Logansport - Kokomo. February 6, 1902. \$500,000.

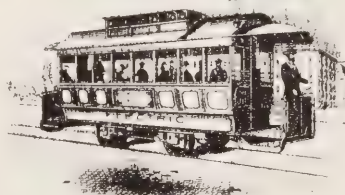
Logansport, Rochester and Northern Traction Co: Logansport - Rochester - Plymouth - South Bend. 1902. \$100,000. Merged into Fort Wayne and Wabash Valley Traction Co. in February 1904.

Logansport and Southern Traction Co: Logansport - Frankfort. September 29, 1910. \$25,000.

CAPITAL STOCK \$150,000.

INCORPORATED 1891 UNDER THE LAWS OF THE STATE OF INDIANA.

The Queen City Electric Street Railway Company



*This Certifies that Martin O'Connor
is entitled to Five (5) Shares of the Capital Stock of*

THE QUEEN CITY ELECTRIC STREET RAILWAY COMPANY OF MARION, IND.

*Transferable only on the Books of the Company in person or by Attorney
on the surrender of this Certificate*

IN WITNESS WHEREOF the President and Treasurer have issued this Certificate and have caused the
Seal of said Company to be affixed hereto at Marion, Ind. this 2nd day of July 1891

Fred H. E. Mason

Treasurer

Geo. L. Mason President

SHARES, \$50 EACH.

Stock share of the Queen City Electric Street Railway Company, Marion, 1891.

Credit: Jerry Marlette.

Louisville, Blue River and French Lick Traction Co: New Albany - Greenville - Fredericksburg - Hardinsburg - Paoli - West Baden - French Lick. October 9, 1909. \$10,000.

Louisville and Cincinnati Interurban Railway Co: Aurora - Rising Sun. June 26, 1903. \$50,000.

Louisville and New Albany Traction Co: Louisville - New Albany - Jeffersonville area; Madison - North Vernon - Seymour - French Lick - Salem - Paoli - English - Corydon - New Albany. June 17, 1903. \$3,000,000.

Madison, Greensburg and Indianapolis Railway Co: Madison - Versailles - Osgood - Greensburg - Indianapolis. April 2, 1903. \$50,000.

Marion and Eastern Traction Co: Marion - Bluffton - Decatur. November 16, 1904. \$30,000.

Marion and Goshen Street Railway Co: Marion - Wabash - North Manchester - Warsaw - Goshen. March 19, 1902. \$10,000.

Marion and Logansport Traction Co: Marion - Converse - Bunker Hill - Logansport. August 4, 1908. \$40,000.

Merchants Traction Co: Anderson - Middletown. February 12, 1902. \$150,000. Grading contract let in May, 1902. Holdings sold to Richmond and Northwestern Traction Co., August 1902.

Merchants Utilities Co: Indianapolis. 1912. To manage various traction and light properties.

Michigan City and LaPorte Street Railway Co: LaPorte - Michigan City. May 27, 1895. \$50,000. Revived in 1902 as Michigan City Traction Co.

Michigan City Traction Co: Michigan City - LaPorte. December 1, 1902.

Michigan, Lakeside and Saint Joe Electric Railway: Michigan City - New Buffalo - Union Pier (Michigan) - Saint Joseph (Michigan). 1912.

Montpelier Street and Suburban Railway: Montpelier and suburbs. May 15, 1896. \$10,000. To use electric, gas, or animal power.

Montpelier Traction Co: Montpelier - Marion - Portland. May 27, 1912. \$15,000. To use storage battery cars.

Mount Vernon, New Haven and Northeastern Traction Co: Mount Vernon - New Harmony - Princeton - Petersburg. 1903.

Muncie, Anderson and Indianapolis Street Railroad Co: Muncie - Anderson - Indianapolis. June 23, 1899. \$2,000,000. Merged with Union Traction Co. on June 27, 1899.

Muncie Electric Railway Co: Muncie and suburbs. May 20, 1893. \$200,000.

Muncie, Middletown and Greenfield Electric Railroad Co: Muncie - Middletown - Mechanicsburg - Shirley - Maxwell - Greenfield. July 1, 1901. \$100,000.

Muncie and Portland Traction Co: Muncie - Albany - Redkey - Portland - Fort Recovery (Ohio). August 9, 1902. \$100,000. Succeeded by Muncie and Portland Traction Co. (operating company) on July 7, 1905.

New Albany Cable Line Railway: New Albany (cable). December 11, 1886. \$100,000.

New Albany and French Lick Valley Interurban Railroad Co: New Albany - French Lick - West Baden; Mooresville - Georgetown - Lanesville - Corydon. October 4, 1913. \$500,000. Contract let, but World War I prevented construction.

New Albany, Paoli and French Lick Valley Traction Co: New Albany - Greenville - Hardinsburg - Paoli - West Baden - French Lick. October 6, 1902. \$100,000.

New Castle, Cadiz, Markleville, Pendleton and Western Railway Co: New Castle - Cadiz - Markleville - Pendleton. November 11, 1901. \$50,000.

New Castle and Knightstown Electric Railway Co: New Castle - Knightstown. 1895.

New Castle, Muncie and Alexandria Traction Co: Muncie - New Castle - Dunreith - Cambridge City - Knightstown - Connersville; Muncie - Alexandria - Normal City. August 8, 1902. \$10,000.

New Castle and Muncie Traction Co: New Castle - Muncie. November 21, 1902. \$10,000.

New Castle and Winchester Traction Co: Indianapolis - New Castle - Winchester - Toledo (Ohio). November 7, 1903. \$100,000.

New York, Boston and Chicago Railroad Co: Illinois line - Hammond - LaPorte - South Bend - Elkhart. August 6, 1900. \$10,000.

Northeastern Indiana Street Railway Co: Garrett - Auburn - Waterloo. January 13, 1899. \$50,000.

Northern Indiana Traction Co: LaPorte - Michigan City. August 19, 1898. \$150,000. Did some grading, but had franchise revoked in February 1900 because of grading on public highway.

Northern Traction Co. of Indiana: Hammond - Hobart - Valparaiso - Westville - LaPorte - Hudson Lake - South Bend. June 27, 1903. \$100,000.

Northwestern Indiana Street and Interurban Railway Co: East Chicago - Hammond - Griffith - Dyer - Saint John - Cedar Lake - Lowell; Griffith - Hobart; Saint John - Crown Point. October 24, 1905. \$10,000.

Ohio and Indiana Railway Co: Angola - Ohio line. March 22, 1903. \$50,000. Built Angola to Lake James, but sold before completion to Angola Railway and Power Co.

Oil Belt Traction Company of Indiana: Huntington - Warren - Montpelier - Portland; Huntington - Bluffton. March 7, 1900. \$10,000.

People's Electric Railway Co: Terre Haute and suburbs. 1894.

Queen City Electric Railway Co: Marion - Jonesboro - Gas City. June 30, 1892. \$150,000. Name changed from Queen City Electric Street Railway Co.

Queen City Electric Street Railway Co: Marion - Jonesboro - Gas City. February 27, 1891. \$150,000. Name changed to Queen City Electric Railway Co., June 1892.

Richmond and Cincinnati Traction Co: Richmond - Union City; Richmond - Cincinnati (Ohio). 1911.

Richmond and Eastern Indiana Traction Co: Portland - Union City - Bethel - Cox's Mills - Richmond - Brookville - Harrison (Ohio). September 18, 1911. \$50,000.

Richmond - Hamilton Traction Co: Richmond - Hamilton (Ohio). July 21, 1914. \$10,000.

Richmond Interurban Railway Co: Richmond - Centerville - Cambridge City - Dublin. March 9, 1899. \$10,000.

Richmond and Northwestern Traction Co: Richmond - Hagerstown - New Castle - Middletown - Anderson.

- June 7, 1902. \$50,000. Bought Merchants Traction Co. holdings, Anderson - Middletown, in August 1902. Sold to Union Traction Co. in May 1903.
- Richmond, Portland and Fort Wayne Interurban Railroad:** Fort Wayne - Decatur - Portland - Winchester - Lynn - Richmond. March 4, 1913.
- Richmond, Union City and Portland Interurban Railway Co:** Richmond - Union City - Portland. August 13, 1901. \$50,000.
- Rushville and Brookville Electric Railway:** Rushville - Brookville. June, 1900. \$50,000.
- Saint Louis, Vandalia, Terre Haute and Eastern Traction Co:** Terre Haute - Saint Louis (Missouri). August 21, 1905 (in Illinois). \$1,000,000. Filed \$6,000,000 mortgage in Chicago.
- South Bend and Logansport Traction Co:** South Bend - Plymouth - Rochester - Logansport. April 8, 1908. \$10,000. Graded Plymouth to South Bend, but bond trouble forced abandonment in June 1911.
- South Bend and Northern Railway Co:** South Bend - Michigan line. August 30, 1902. \$10,000. Grading begun October 1902. Merged with South Bend and Southern Michigan Railway December 1902 as South Bend and Southern Michigan Railway Co.
- South Bend Western Railway Co:** South Bend - LaPorte. June 1, 1905. Consolidated with LaPorte and Michigan City Traction Co. as South Bend, LaPorte and Michigan City Railway Co.
- Southeastern Interurban Railway:** Vincennes - Jasper - West Baden. 1911.
- Southern Electric Construction Company of South Bend:** Washington - Bloomfield - Spencer - Martinsville. March 25, 1907. \$100,000.
- Southern Indiana Interurban Railway Co:** Jeffersonville - New Albany. October 2, 1902. \$300,000.
- Southern Interurban Co:** Terre Haute. To manage interurban properties in southern Indiana. 1913.
- Southwestern Traction Co:** Mooresville - Eminence - Cloverdale - Cataract - Clay City - Sullivan; Cloverdale - Terre Haute. 1911. \$50,000.
- Springfield and Central Illinois Traction Co:** Terre Haute - Illinois line. January 10, 1913. \$50,000.
- Terre Haute and Brazil Electric Railway Co:** Terre Haute - Brazil. 1895. \$16,000.
- Terre Haute Electric Railway Co:** Terre Haute - Brazil. January 4, 1894. \$500,000.
- Terre Haute and Merom Traction Co:** Terre Haute - Merom. May 20, 1907. \$250,000. 11 miles graded and 2 miles of track laid before receivership.
- Terre Haute, Merom and Southwestern Traction Co:** Terre Haute - Merom. February 18, 1909. \$10,000. Succeeded Terre Haute and Merom Traction Co. Graded 4 miles before franchises expired and declared insolvent in August 1909.
- Tippecanoe Electric Railroad Co:** Monticello - Royal Center - Rochester; Monticello - Goodland - Fowler; Monticello - Lafayette - Attica - Covington. July 23, 1898. \$50,000.
- Tippecanoe and Monticello Interurban Railway:** Fowler - Reynolds - Monticello - Logansport; Lafayette - Delphi - Logansport; Monticello - Winamac; Monticello - Delphi. September 1, 1909. \$100,000.
- Tipton - Frankfort Traction Co:** Tipton - Frankfort 1913.
- Tipton, Frankfort and Attica Traction Co:** Tipton - Frankfort - Attica. July 27, 1903. \$50,000.
- Tipton, Windfall and Marion Traction Co:** Tipton - Windfall - Marion. 1913.
- Union City, Winchester and Muncie Traction Co:** Union City - Winchester - Muncie. July 18, 1902. \$10,000. Reorganized September 29, 1902. Latter company operated, after consolidating with Greenville and Union City Traction Co., as Dayton and Muncie Traction Co.
- United Public Service Co:** Rochester. 1915.
- Universal Traction Co:** Indianapolis. 1913. To operate various traction properties in Indiana.
- Vanderburgh and Posey Electric Railway Co:** Evansville - Armstrong - Saint Wendell - Wadesville - New Harmony; Wadesville - Oliver - Mount Vernon; Wadesville - Poseyville - Cynthiana - Haubstadt (connected with Evansville and Princeton Traction Co.). December 13, 1905. \$10,000.
- Vermillion Traction Co:** Clinton - Danville (Illinois) June 12, 1912. \$25,000.
- Vincennes Interstate Traction Co:** Vincennes - Lawrenceville (Illinois). March 13, 1911. \$10,000.
- Vincennes Northern and Southern Traction Co:** Vincennes - Sullivan; Vincennes - Hazleton. April 1, 1911. \$100,000.
- Vincennes Southeastern Interurban Railway Co:** Vincennes - Petersburg - Jasper - Saint Meinrad - Tell City; Jasper - West Baden. March 24, 1911. \$50,000. Planned joint operation with Vincennes, Washington and Eastern Traction Co. and Vincennes, West Baden and Louisville Traction Co.
- Vincennes and Washington Traction Co:** Vincennes - Monroe City - Washington; Vincennes - Bicknell - Sandborn - Linton - Bloomington. June 4, 1908. \$60,000.
- Vincennes, Washington and Eastern Traction Co:** Vincennes - Washington - Loogootee. May 2, 1910. \$100,000. Planned joint operation with Vincennes Southeastern Interurban Railway Co. and Vincennes West Baden and Louisville Traction Co.
- Vincennes, West Baden and Louisville Traction Co:** Vincennes - Petersburg - Jasper - English - Corydon - New Albany - Louisville. November 30, 1903. \$1,500,000. Graded seven miles east of Vincennes. Planned joint operation with Vincennes Southeastern Interurban Railway Co. and Vincennes, Washington and Eastern Traction Co.
- Vincennes Western Electric Railroad:** Vincennes - Bridgeport (Illinois). June 21, 1909. \$10,000. Proposed to use gas-electric cars.
- Wabash - Logansport Traction Co:** Wabash - Peru - Logansport - Lafayette. May 9, 1902. \$100,000. Graded and laid some rail between Peru and Logansport. Merged into Fort Wayne and Wabash Valley Traction Co., August 1902.
- Wabash and Northern Railway Co:** Wabash - North Manchester - Warsaw. January 19, 1906. \$50,000. Bought stock of Wabash and Northern Traction Co.

Wabash and Northern Traction Co: Wabash - North Manchester - Warsaw. October 3, 1905. \$50,000. Stock sold to Wabash and Northern Railway Co. and company dissolved, January 1906.

Wabash and Rochester Railway Co: Rochester - Roann - Wabash - Warren - Montpelier - Geneva - Celina (Ohio). June 27, 1901. Graded Wabash to Rochester, 35 miles, at a cost of \$130,000, including land purchase, in 1904. Contract let in 1913 to complete stretch from Rochester to the Winona Interurban Railway one mile north of Akron, but World War I prevented financing.

Wabash and Southeastern Traction Co: Bloomington - Nashville - Columbus; Bloomington - Linton - Sullivan - Merom. August 8, 1905. \$10,000.

Washington and Loogootee Railway Co: Washington - Loogootee. 1901.

Wawasee, Ligonier, Topeka and LaGrange Railway Co: Wawasee - Cromwell - Ligonier - Topeka - LaGrange. January 31, 1907. \$50,000.

Western Indiana Railway Co: Indianapolis - Danville - North Salem - Crawfordsville. 1901.

Western Indiana Traction Co: Vincennes - Sullivan. December 5, 1902. \$100,000.

Windfall and Central Indiana Traction Co: Tipton - Windfall - Marion. February 14, 1914. \$10,000.

Winona Interurban Railway Co: Wabash - North Manchester - Warsaw - Goshen. July 5, 1904. \$10,000.

Winona, Warsaw, Elkhart and South Bend Traction Co: Winona Lake - Warsaw - Goshen - Elkhart - Mishawaka - South Bend. July 2, 1902. \$400,000.

Winona, Warsaw and Goshen Railway Co: Warsaw - Nappanee - Goshen. January 6, 1904. \$10,000.

And so it went. If these lines, many of which were prevented from building by the smallest of margins, had been able to proceed with their plans, the mileage in the state would have been increased tenfold. In addition to these proposals, many of the operating lines planned substantial additions to their operating mileage. If all the planned rails had been laid, the total mileage in Indiana alone would have been almost double the total operated in the entire United States at the peak of the industry's life!

ROADS INCLUDED IN HISTORY IN ALPHABETICAL/NUMERICAL ORDER

1. Anderson Electric Street Railway Company
2. Angola Light and Power Company
3. Angola Railway and Power Company
4. Beech Grove Traction Company
5. Bluffton, Geneva and Celina Traction Company
6. Bondholders Protective Association
7. Brazil Rapid Transit Electric Railway
8. Broad Ripple Traction Company
9. Calumet Railways, Inc.
10. Central Indiana Lighting Company
11. Chicago and Calumet District Transit Company
12. Chicago and Indiana Air Line Railway
13. Chicago, Lake Shore and South Bend Railway
14. Chicago, South Bend and Northern Indiana Railway
15. Chicago and South Shore Railway Company
16. Chicago, South Shore and South Bend Railroad
17. Cincinnati, Lawrenceburg and Aurora Electric Street Railroad Company
18. Citizens Street Railroad Company (Indianapolis)
19. Citizens Street Railroad of Michigan City
20. Citizens' Street Railway (Muncie)
21. Columbus Street Railway and Light Company
22. Covington and Southwestern Railroad Company
23. Crump (John S.) Street Railway and Lighting Plant
24. Dayton and Muncie Traction Company
25. Dayton and Western Traction Company
26. East Chicago Street Railway Company
27. Elkhart Electric and Railway Company
28. Elwood and Alexandria Railway Company
29. Elwood Electric Street Railway Company
30. Evansville and Eastern Electric Railway Company
31. Evansville Electric Railway
32. Evansville, Henderson and Owensboro Railway
33. Evansville and Mount Vernon Electric Railway
34. Evansville and Ohio Valley Railway Company
35. Evansville and Ohio Valley Railway Company, Inc.
36. Evansville and Princeton Traction Company
37. Evansville Railways Company
38. Evansville and Southern Indiana Traction Company
39. Evansville Street Railroad Company
40. Evansville, Suburban and Newburgh Railway Company
41. Evansville Terminal Railway Company
42. Fort Wayne, Bluffton and Marion Traction Company
43. Fort Wayne Consolidated Railway
44. Fort Wayne and Decatur Traction Company
45. Fort Wayne Electric Railway Company
46. Fort Wayne-Lima Railroad Company
47. Fort Wayne and Northern Indiana Traction Company
48. Fort Wayne and Northwestern Traction Company
49. Fort Wayne and Southwestern Traction Company
50. Fort Wayne and Springfield Railway Company
51. Fort Wayne Street Railway Company
52. Fort Wayne Traction Company
53. Fort Wayne, Van Wert and Lima Traction Company
54. Fort Wayne and Wabash Valley Traction Company
55. French Lick and West Baden Railroad Company
56. French Lick and West Baden Street Railway Company
57. Gary and Connecting Railroad
58. Gary Connecting Railways
59. Gary, Hobart and Eastern Traction Company
60. Gary and Hobart Traction Company
61. Gary and Interurban Railroad
62. Gary and Interurban Railway Company
63. Gary Railways Company
64. Gary Railways, Inc.
65. Gary and Southern Traction Company
66. Gary Street Railway Company
67. Gary and Valparaiso Railway Company
68. General Power and Quick Transit Company
69. Goshen, South Bend and Chicago Railroad Company
70. Hammond, Whiting and East Chicago Electric Railway Company
71. Hammond, Whiting and East Chicago Railway Company
72. Highland Railroad Company
73. Home Transit Inc.
74. Indiana Electric Railway Company
75. Indiana Northern Traction Company
76. Indiana Railroad System
77. Indiana Railway Company
78. Indiana Railways and Light Company
79. Indiana Service Corporation
80. Indiana Union Traction Company
81. Indiana Utilities Company
82. Indianapolis and Broad Ripple Rapid Transit Company
83. Indianapolis and Cincinnati Traction Company (number 1)
84. Indianapolis and Cincinnati Traction Company (number 2)
85. Indianapolis Coal Traction Company
86. Indianapolis, Columbus and Southern Traction Company
87. Indianapolis, Crawfordsville and Danville Electric Railway Company
88. Indianapolis, Crawfordsville and Western Traction Company
89. Indianapolis and Eastern Railway Company
90. Indianapolis and Eastern Traction Company
91. Indianapolis and Greenfield Rapid Transit Company
92. Indianapolis, Greenwood and Franklin Railroad
93. Indianapolis and Louisville Traction Company
94. Indianapolis and Louisville Traction Railway Company
95. Indianapolis and Martinsville Rapid Transit Company
96. Indianapolis, New Castle and Eastern Traction Company
97. Indianapolis, New Castle and Toledo Electric Railway
98. Indianapolis and Northern Traction Company
99. Indianapolis and Northwestern Traction Company, Inc.

00. Indianapolis and Plainfield Electric Railroad Company
01. Indianapolis Railways, Inc.
02. Indianapolis, Shelbyville and Southeastern Traction Company
03. Indianapolis and Southeastern Railroad Company
04. Indianapolis and Southeastern Traction Company
05. Indianapolis Street Railway Company (number 1)
06. Indianapolis Street Railway Company (number 2)
07. Indianapolis Traction and Terminal Company
08. Indianapolis and Western Railroad Company
09. Interstate Public Service Company
10. Jeffersonville City and Suburban Railway Company
11. Kentucky and Indiana Bridge Company
12. Kentucky and Indiana Bridge and Railroad Company
13. Kokomo City Street Railway
14. Kokomo, Frankfort and Western Traction Company
15. Kokomo, Marion and Western Traction Company
16. Kokomo Railways and Light Company
17. Lafayette and Logansport Traction Company
18. Lafayette Service Company
19. Lafayette Street Railway Company
20. Lake Cities Electric Railway Company
21. Lakeside Street Railway Company
22. LaPorte and Michigan City Traction Company
23. Lebanon-Thorntown Traction Company
24. Logansport Railway Company
25. Louisville and Northern Railway and Lighting Company
26. Louisville and Southern Indiana Traction Company
27. Madison Light and Railway Company
28. Marion, Bluffton and Eastern Traction Company
29. Marion and Bluffton Traction Company
30. Marion City Railway Company
31. Marion Electric Street Railway Company
32. Marion Railways, Inc.
33. Marion Transit Railway
34. Michigan City Electric Company
35. Muncie, Hartford and Fort Wayne Railway
36. Muncie and Portland Traction Company
37. Muncie and Union City Traction Company
38. New Albany Highland Railway Company
39. New Albany and Louisville Railway
40. New Albany Railway Company
41. New Albany Street Railroad Company
42. Northern Indiana Power Company
43. Northern Indiana Railway Company
44. Northern Indiana Railway, Inc.
45. Northern Indiana Transit, Inc.
46. Ohio Electric Railway Company
47. Public Service Company of Indiana
48. Public Utilities Company
49. Richmond City Electric Street Railway Company
50. Richmond Street and Interurban Railway Company
51. Richmond Traction Company
52. Saint Joseph Valley Traction Company
53. South Bend and Elkhart Railway Company
54. South Bend, LaPorte and Michigan City Railway Company
55. South Bend and Mishawaka Railway Company
56. South Bend Railway Company
57. South Bend and Southern Michigan Railway Company
58. South Bend Street Railway Company
59. Southern Indiana Gas and Electric Company
60. Southern Indiana Railway Inc.
61. Southern Michigan Railway
62. Terre Haute Electric Company
63. Terre Haute Electric Company, Inc.
64. Terre Haute Electric Railway Company
65. Terre Haute Electric Traction Company
66. Terre Haute, Indianapolis and Eastern Traction Company
67. Terre Haute Traction and Light Company
68. Terre Haute and Western Railway Company
69. Toledo and Chicago Interurban Railway
70. Union Traction Company
71. Union Traction Company of Indiana (number 1)
72. Union Traction Company of Indiana (number 2)
73. Valparaiso and Northern Railway
74. Vincennes Citizens Street Railway Company
75. Vincennes Electric Railway Company
76. Vincennes Traction Company
77. Vincennes Traction and Light Company
78. Wabash River Traction Company
79. Washington Street Railway
80. Washington Street Railway Company
81. Whiting, Hammond and East Chicago Railway Company
82. Winona Interurban Railway
83. Winona Railroad Company
84. Winona Service Company
85. Winona and Warsaw Railway

CITIES SERVED BY VARIOUS ELECTRIC RAILROADS

City	Served By (Lines listed numerically in Index)		
Anderson	1-76-80-170-171-172	Kokomo	76-78-80-98-113-114-115-116-142-172
Angola	2-3-152	Lafayette	6-47-54-76-79-99-117-118-119-166
Bluffton	5-6-42-47-54-76-79-80-128-129-135-172	LaPorte	14-15-61-69-122-143-144-154
Brazil	7-76-147-162-163-165-166-167	Lawrenceburg	16
Columbus	10-21-23-76-86-92-109-147	Lebanon	99-123-166
Connersville	83-84-103	Logansport	6-47-54-76-79-80-117-124-172
Crawfordsville	87-88-99-166	Madison	127
Crown Point	63-65	Marion	75-76-78-79-80-115-128-129-130-131- 132-133-142-171-172
Decatur	44-50	Martinsville	95-166
East Chicago	9-11-12-13-16-26-61-63-66-70-71-181	Michigan City	13-14-15-16-19-120-122-134-143-144-154
Elkhart	14-27-74-77-143-144-152-153	Muncie	20-24-76-80-135-136-137-171-172
Elwood	28-29-76-80-171-172	New Albany	72-73-76-109-110-111-112-125-126-138- 139-140-141-147
Evansville	30-31-32-33-34-35-36-37-38-39-40-41- 148-159	New Castle	76-89-96-97-166-172
Fort Wayne	6-42-43-44-45-46-47-48-49-50-51-52-53- 54-76-79-121-146-169	Peru	6-47-54-76-79-80-172-178-182-183-184
Frankfort	76-78-114-142-166	Princeton	36-38-148-159
Franklin	76-86-92-109-147	Richmond	25-76-146-149-150-151-166
French Lick	55-56	Rushville	83-84-103
Gary	13-16-57-58-59-60-61-62-63-64-65-66-67	Seymour	76-86-93-94-109-147
Goshen	14-74-77-143-144-182-183-184	Shelbyville	83-84-102-103-104
Greencastle	76-166	South Bend	13-14-16-68-77-143-144-145-155-156- 157-158-161
Hammond	9-11-13-16-61-62-63-64-66-70-71-181	Terre Haute	76-147-162-163-164-165-166-167
Indianapolis	4-8-18-76-80-82-83-84-85-86-87-88-89- 90-91-92-95-96-97-98-99-100-101- 102-103-104-105-106-107-108-147- 166-171-172	Valparaiso	61-63-67-173
Jeffersonville	76-109-110-125-126-147	Vincennes	174-175-176-177
		Wabash	47-49-54-75-76-79-80-172-178
		Warsaw	182-183-184-185
		Washington	179-180

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INDIANA OPERATIONAL STATISTICS—1895 TO 1950

Year	Number of Companies	Mileage		Electric Cars			Horse Cars	
		Horse	Electric	Motor	Trail			
1895	26	25	305	479	228		40	
1900	26	7	678	671	308		11	
1905	51	7	1695	1690	228		13	
1910	47		2245	1960	321			

Year	Companies	Electric Mileage	Passenger		Locomotives	Express/Freight		Service	Other
			Motor	Trail		Motor	Trail		
1915	44	2309	1956	12		13	86	206	
1920	30	2420	1867	64	9	61	439	100	336
1925	28	2485	1783	269	9	57	662	120	367
1930	22	2232	1612	85	27	383	519	498	
1935	17	1525	1095	48	21	58	406	230	
1940	10	672	361	22	22	29	223	129	11
1945	9	380	271	19	18	4	134	33	12
1950	2	199	134	13	20		56	10	

Source: Electric Railway Directory, McGraw-Hill Publishing Company, New York. Figures are as of June 30th each year until 1920; in 1925 and later, as of December 31st each year.

TIME TABLES

December 1917.

BLUFFTON, GENEVA & CELINA TRACTION COMPANY

Read Down

Read Up

STATIONS	5 00	3 00	8 00	6 00	MI	STATIONS	MI	7 45	9 50	4 50	6 50
Bluffton	5 18	3 18	8 18	6 18	6.51	Bluffton	18.50	7 45	9 50	4 50	6 50
Vera Cruz	5 30	3 30	8 30	6 30	11.09	Vera Cruz	11.39	7 57	10 02	5 02	7 02
Linn Grove	5 50	3 50	8 50	6 50	18.50	Linn Grove	7 47	7 15	9 20	4 20	6 20
Ar						Ar	40	6 55	9 00	4 00	6 00

An extra trip made on Saturday nights leaving Bluffton at 9:00 P. M.
First car East on Sunday 8:00 A. M.

January 1910.

THE SOUTH SHORE LINES—Chicago, Lake Shore & South Bend Railway.

TIME OF WEEK DAY TRAINS—WEST BOUND TRAINS SOUTH BEND TO CHICAGO

STATIONS		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
South Bend	Lv				5 15		7 10		8 25	9 55			11 05		1 00		1 50	3 09			4 40	6 10		7 32	9 00		11 00		
Lydick					5 35				8 46				11 26				2 15			4 55		6 35		7 58	9 30		11 18		
New Carlisle					5 45		7 35		8 58	10 22			11 40		1 28		2 22	3 34			5 12		6 50		8 10	9 20		11 32	
Hudson Lake					5 49				9 00				11 41				2 24			5 14				6 14	8 11	9 32		11 36	
Lake Park					5 50				9 02				11 48				2 27			5 16				6 14	8 14	9 34		11 40	
Smiths					6 05				9 15				11 54				2 30			5 21				6 17	8 17	9 43		11 52	
Springville					6 15				9 28				12 04				2 45			5 39				6 30	8 35	9 50		12 00	
Michigan City		5 18			6 28		8 11		9 40	10 55			12 20		2 04		2 07	4 10			5 55	7 10		8 56	10 01				
Furnessville		5 26			6 44				9 59				12 38				3 23			6 17				9 12	10 13		12 20		
Mineral Springs		5 31			6 53				10 08				12 47				3 30			6 28				9 20	10 20				
Dune Park		5 42			7 00				10 20				12 58				3 40			6 38				9 28	10 25				
Miller		5 52			7 10				10 30	11 30			1 08			2 41			3 54	4 45			6 48	7 47		9 38	10 32		
Gary		5 30	6 05	6 40	7 25	8 08			8 47	10 07	10 42	11 10	12 07	12 50		2 50	3 26		4 05	4 53	5 15	5 42	6 20	6 57	7 55	9 00	9 50	10 40	11 20
Calumet		5 54	6 30	7 02	7 48	8 30	8 47	9 28	10 10	10 42	11 10	12 09	12 29	1 12	1 45	2 27	3 15	3 50	4 30	5 15	5 42	6 20	7 20	8 17	9 20	10 10	11 00	11 40	
East Chicago		5 55	6 35	7 07	7 53	8 35	9 22	10 32	11 15	10 12	10 55	12 34	1 17	1 50	2 32	3 20	3 55	4 35	5 20	5 47	6 25	7 25	8 22	9 25	10 20	11 05	11 45		
Hammond		6 10	6 52	7 22	8 08	8 49	9 32	10 44	11 30	12 12	12 46	1 30	2 05	2 46	3 30	4 10	4 48	5 28	6 00	6 35	7 38	8 38	9 36	10 36	11 11	11 55			
Burnham		6 12	6 57	7 26	8 07	8 53		10 48	11 33		12 50	1 34	2 09	2 49		4 14	4 52		6 05	6 39	7 41		9 39	10 39	11 21	12 01			
Hegewisch		6 15	6 58	7 28	8 12	8 57	9 40	1 58	11 40	12 20	12 55	1 40	2 15	2 53	3 38	4 17	4 57	5 34	6 07	6 39	7 44	8 44	9 42	10 42	11 24	12 05			
Kensington		6 31	7 13	7 44	8 30	9 12	9 52	11 10	11 52	12 32	1 10	1 53	2 30	3 10	3 51	4 30	5 08	5 44	6 22	6 54	7 56	8 58	9 55	10 55	11 36	12 22			
Pullman	Ar.	6 35	7 20	7 48	8 35	9 17	9 55	11 15	11 55	12 35	1 15	1 58	2 35	3 15	3 56	4 35	5 18	5 53	6 25	6 58	8 00	8 58	9 58	10 58	11 40	12 25			

PASSENGERS FOR CHICAGO WILL CHANGE TO ILLINOIS CENTRAL SUBURBAN TRAINS AT PULLMAN

Pullman I.C.R.R.	6 47	7 25	8 02	8 44	9 27	10 04	11 24	12 07	12 44	1 27	2 04	2 46	3 28	4 07	4 44	5 24	6 03	6 30	7 16	8 12	9 10	10 12	11 08	11 47	---	---	---
Gd Crossing I.C.R.R.	6 54	7 32	8 09	8 51	9 34	10 11	11 31	12 14	12 51	1 34	2 11	2 53	3 35	4 14	4 51	5 31	6 10	6 37	7 23	8 20	9 20	10 16	11 00	11 58	---	---	---
63d St. I.C.R.R.	7 02	7 40	8 17	8 59	9 42	10 19	11 39	12 22	13 00	1 43	2 20	3 02	3 44	4 23	5 00	5 40	6 19	6 46	7 32	8 29	9 29	10 25	11 09	12 04	---	---	---
53d St. I.C.R.R.	7 08	7 46	8 23	9 05	9 48	10 25	11 45	12 28	13 06	1 49	2 26	3 08	3 50	4 29	5 06	5 46	6 25	6 52	7 38	8 35	9 35	10 31	11 15	12 10	---	---	---
VanBuren St. I.C.R.R.	7 28	8 06	8 43	9 25	10 08	10 45	12 05	12 48	13 26	2 11	2 48	3 30	4 12	4 51	5 28	6 08	6 47	7 14	8 00	8 97	9 97	10 33	11 17	12 12	---	---	---
Randolph St. I.C.R.R.	7 30	8 08	8 45	9 27	10 10	10 47	12 07	12 50	13 28	2 13	2 50	3 32	4 14	4 53	5 30	6 10	6 49	7 16	8 02	8 99	9 99	10 35	11 19	12 14	---	---	---

*Michigan City Local. †Gary Local. ‡Local. §Limited trains stop at Hudson Lake, Lake Park, Miller and Hegewisch on signal.

THE SOUTH SHORE LINES—Chicago, Lake Shore & South Bend Railway.

TIME OF WEEK DAY TRAINS—EAST BOUND TRAINS CHICAGO TO SOUTH BEND

STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Randolph St. I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
VanBuren St. I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
53d St. I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
63d St. I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Gd Crossing I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Pullman I.C.R.R.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

*Local. †Blue Island Local. ‡Flossmoor Local. §Blue Island Express. ¶Harvey or Flossmoor Express. *Flossmoor Express. †Business Men's Special

PASSENGERS FOR SOUTH SHORE ROUTE WILL CHANGE TO ELECTRIC CARS AT PULLMAN

STATIONS	1 TAM	3 TAM	5 **AM	7 TAM	9 TAM	11 TAM	13 SAM	15 TAM	17 TAM	19 TAM	21 SAM	23 TAM	25 TAM	27 TAM	29 TAM	31 TAM	33 TAM	35 TAM	37 TAM	39 TAM	41 TAM	43 TAM	45 TAM	47 TAM	49 TAM	51 TAM	53 **AM
Pullman.....Lv.	4 30	5 15		5 45	6 15	6 45	8 04	8 43	9 22	10 05	10 44	11 25	12 03	12 40	1 26	2 00	2 43	3 22	4 03	4 47	5 30	6 05	7 05	8 00	9 00	10 00	12 05
Kensington.....	4 32	5 17		5 47	6 17	6 47	8 06	8 45	9 24	10 07	10 46	11 27	12 05	12 42	1 27	2 02	2 45	3 24	4 05	4 49	5 32	6 07	7 07	8 02	9 02	10 02	12 07
Hegewisch.....	4 42	5 28		6 00	6 31	7 01	8 17	8 96	9 39	10 19	10 58	11 42	12 19	12 57	1 42	2 16	2 58	3 37	4 20	5 02	5 52	6 25	7 17	8 12	9 12	10 12	12 12
Hammond.....	4 43	5 29		6 01	6 32	7 02	8 21	9 01	9 40	10 20	11 05	11 43	12 20	12 58	1 43	2 19	3 05	3 48	4 30	5 09	6 02	6 37	7 25	8 20	9 20	10 20	12 20
Michigan City.....	4 50	5 38		6 10	6 40	7 08	8 24	9 04	9 50	10 35	11 10	11 56	12 37	1 11	1 56	2 33	3 10	3 55	4 37	5 15	6 09	6 43	7 30	8 26	9 26	10 26	12 26
East Chicago.....	4 56	5 44		6 16	6 46	7 15	8 29	9 15	9 56	10 41	11 16	12 02	12 42	1 17	2 02	2 39	3 16	4 01	4 43	5 21	6 14	6 49	7 36	8 32	9 32	10 32	12 32
Calumet.....	5 02	5 50		6 22	6 52	7 21	8 34	9 21	10 02	10 41	11 17	12 03	1 15	1 47	2 35	3 18	3 40	4 30	5 25	6 45	6 37	7 25	8 18	9 15	10 15	11 15	12 15
Gary.....	5 27	6 20		6 50	7 25	7 55	9 06	10 07	10 35	11 15	11 46	12 45		2 00			3 49	4 44		5 55	6 50		8 06		10 04		1 21
Miller.....				7 03			9 06	10 07					1 00	2 10				4 59			7 03				10 13		1 31
Dune Park.....				7 16			10 22						1 09	2 23				5 10			7 14				10 29		1 41
Mineral Spring.....				7 26			10 32						1 12	2 29				5 13			7 17				10 32		1 44
Furnessville.....				7 30			10 37																		10 37		1 49
Michigan City.....		6 00		7 50			9 40	10 55			12 20	1 30	2 49				4 27	5 35		6 35	7 45		8 40		10 52		2 05
Springville.....		6 15		8 14			11 12					1 49	3 11					5 50			8 06				11 09		
Smiths.....		6 21		8 22			11 21					2 02	3 21					6 07			8 15				11 17		
Lake Park.....		6 35		8 34			11 33					2 15	3 37					6 23			8 30				11 29		
Hudson Lake.....		6 36		8 35			11 34					2 16	3 41					6 24			8 31				11 30		
New Carlisle.....		6 40		8 39			10 13	11 40			12 54	2 23	3 47				4 59	6 30		7 16	8 35		9 15		11 35		
Lydick.....		6 52		8 52			11 53					2 38	3 59					6 40			8 46				11 47		
South Bend.....		7 20		9 15			10 45	12 20			1 28	2 55	4 23				5 30	7 05		7 47	9 12		9 47		12 10		

East-bound LIMITED will stop East of Gary to let off Passengers from Chicago. †Gary Local. ‡Local. §Limited. **Michigan City Local.

December 1917.

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY

C. FRANTZ, General Passenger and Freight Agent, South Bend, Ind.

SOUTH BEND, MICHIGAN CITY, GARY, EAST CHICAGO AND HAMMOND TO CHICAGO

SUBJECT TO CHANGE WITHOUT NOTICE

WESTBOUND

Sunday Schedules
operated on
May 30, July 4 and
Sept. 1, 1958

- P-Stops on signal to receive revenue passengers daily except Saturdays, Sundays, May 30, July 4 and Sept. 1, 1958.
- R-Stops on signal to discharge revenue passengers, Sat. only.
- T-Stops on signal to discharge revenue passengers from Michigan City or points east Sundays, May 30, July 4 and Sept. 1, 1958.
- u-Stops on signal to receive revenue passengers daily except Sundays.
- w-Stops on signal to receive or discharge revenue passengers.
- Y-Stops on signal Saturdays only.
- Z-Stops daily except Sundays, May 30, July 4 and Sept. 1, 1958.

EASTBOUND

EFFECTIVE JULY 7, 1958

EASTBOUND

Mile	EASTBOUND															EASTBOUND															Mile	
	3 Dly	5 Dly	7 Dly	107 DXS	9 Dly	108 DXS	11 Dly	111 Dly	113 Dly	115 Dly	116 Dly	117 Dly	119 Dly	121 Dly	123 Dly	3 Dly	5 Dly	7 Dly	107 DXS	9 Dly	108 DXS	11 Dly	111 Dly	113 Dly	115 Dly	116 Dly	117 Dly	119 Dly	121 Dly	123 Dly		
CHICAGO	III	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	III	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
0 Lv Randolph St.	2:40	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	0 Lv Randolph St.	2:40	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	0 Lv Randolph St.
6 Lv Van Buren St.	2:42	6:02	6:32	7:02	7:32	8:02	8:32	9:02	9:32	10:02	10:32	11:02	11:32	12:02	12:32	6 Lv Van Buren St.	2:42	6:02	6:32	7:02	7:32	8:02	8:32	9:02	9:32	10:02	10:32	11:02	11:32	12:02	12:32	6 Lv Van Buren St.
6 Lv Roosevelt Rd. (Cap Sta.)	2:44	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	6 Lv Roosevelt Rd. (Cap Sta.)	2:44	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	6 Lv Roosevelt Rd. (Cap Sta.)
6 Lv Hyde Park (53rd St.)	2:46	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	6 Lv Hyde Park (53rd St.)	2:46	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	6 Lv Hyde Park (53rd St.)
7 Lv Woodlawn (63rd St.)	2:48	6:08	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	7 Lv Woodlawn (63rd St.)	2:48	6:08	6:38	7:08	7:38	8:08	8:38	9:08	9:38	10:08	10:38	11:08	11:38	12:08	12:38	7 Lv Woodlawn (63rd St.)
14 Lv KENSINGTON	3:01	6:21	6:51	7:21	7:51	8:21	8:51	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	14 Lv KENSINGTON	3:01	6:21	6:51	7:21	7:51	8:21	8:51	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	14 Lv KENSINGTON
16 Lv 124th St.	3:03	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	16 Lv 124th St.	3:03	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	16 Lv 124th St.
16 Lv Altgeld	3:05	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	16 Lv Altgeld	3:05	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	16 Lv Altgeld
17 Lv Calumet Harbor	3:07	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	17 Lv Calumet Harbor	3:07	6:27	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	17 Lv Calumet Harbor
17 Lv Ford City	3:09	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	17 Lv Ford City	3:09	6:29	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	17 Lv Ford City
19 Lv HEGEWISCH	3:11	6:31	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	12:61	19 Lv HEGEWISCH	3:11	6:31	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	12:61	19 Lv HEGEWISCH
19 Lv Burnham	3:13	6:33	7:03	7:33	8:03	8:33	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	12:63	19 Lv Burnham	3:13	6:33	7:03	7:33	8:03	8:33	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	12:63	19 Lv Burnham
21 Lv HAMMOND	3:15	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	12:65	21 Lv HAMMOND	3:15	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	12:65	21 Lv HAMMOND
23 Lv EAST CHICAGO	3:17	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	12:67	23 Lv EAST CHICAGO	3:17	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	12:67	23 Lv EAST CHICAGO
23 Lv Clark Road	3:19	6:39	7:09	7:39	8:09	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	12:69	23 Lv Clark Road	3:19	6:39	7:09	7:39	8:09	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	12:69	23 Lv Clark Road
29 Lv Ambridge Ave. (Gary)	3:21	6:41	7:11	7:41	8:11	8:41	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	12:71	29 Lv Ambridge Ave. (Gary)	3:21	6:41	7:11	7:41	8:11	8:41	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	12:71	29 Lv Ambridge Ave. (Gary)
30 Lv Buchanan St. (Gary)	3:23	6:43	7:13	7:43	8:13	8:43	9:13	9:43	10:13	10:43	11:13	11:43	12:13	12:43	12:73	30 Lv Buchanan St. (Gary)	3:23	6:43	7:13	7:43	8:13	8:43	9:13	9:43	10:13	10:43	11:13	11:43	12:13	12:43	12:73	30 Lv Buchanan St. (Gary)
31 Ar GARY	3:25	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	12:75	31 Ar GARY	3:25	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	12:75	31 Ar GARY
31 Lv GARY	3:27	6:47	7:17	7:47	8:17	8:47	9:17	9:47	10:17	10:47	11:17	11:47	12:17	12:47	12:77	31 Lv GARY	3:27	6:47	7:17	7:47	8:17	8:47	9:17	9:47	10:17	10:47	11:17	11:47	12:17	12:47	12:77	31 Lv GARY
35 Lv Miller	3:29	6:49	7:19	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	12:79	35 Lv Miller	3:29	6:49	7:19	7:49	8:19	8:49	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	12:79	35 Lv Miller
39 Lv Ogden Dunes	3:31	6:51	7:21	7:51	8:21	8:51	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	12:81	39 Lv Ogden Dunes	3:31	6:51	7:21	7:51	8:21	8:51	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	12:81	39 Lv Ogden Dunes
40 Lv Wilson	3:33	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	12:83	40 Lv Wilson	3:33	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	12:83	40 Lv Wilson
43 Lv Baileytown	3:35	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	12:85	43 Lv Baileytown	3:35	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	12:85	43 Lv Baileytown
45 Lv Dune Acres (Miguel Spg)	3:37	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	12:87	45 Lv Dune Acres (Miguel Spg)	3:37	6:57	7:27	7:57	8:27	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57	12:87	45 Lv Dune Acres (Miguel Spg)
46 Lv Port Chester	3:39	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	12:89	46 Lv Port Chester	3:39	6:59	7:29	7:59	8:29	8:59	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	12:89	46 Lv Port Chester
47 Lv TREMONT (The Dunes)	3:41	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	12:61	47 Lv TREMONT (The Dunes)	3:41	7:01	7:31	8:01	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	12:61	47 Lv TREMONT (The Dunes)		
51 Lv Beverly Shores	3:43	7:03	7:33	8:03	8:33	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	12:63	51 Lv Beverly Shores	3:43	7:03	7:33	8:03	8:33	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	12:63	51 Lv Beverly Shores		
52 Lv Tamarack	3:45	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	12:65	52 Lv Tamarack	3:45	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	12:65	52 Lv Tamarack		
54 Lv Lake Shore	3:47	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	12:67	54 Lv Lake Shore	3:47	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	12:67	54 Lv Lake Shore		
56 Lv MICHIGAN CITY	4:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	10:20	10:40	10:60	10:80	56 Lv MICHIGAN CITY	4:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	10:20	10:40	10:60	10:80	56 Lv MICHIGAN CITY		
57 Lv Shops	4:02	7:22	7:42	8:02	8:22	8:42	9:02	9:22	9:42	10:02	10:22	10:42	10:62	10:82	57 Lv Shops	4:02	7:22	7:42	8:02	8:22	8:42	9:02	9:22	9:42	10:02	10:22	10:42	10:62	10:82	57 Lv Shops		
62 Lv Springville	4:04	7:24	7:44	8:04	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44	10:64	10:84	62 Lv Springville	4:04	7:24	7:44	8:04	8:24	8:44	9:04	9:24	9:44	10:04	10:24	10:44	10:64	10:84	62 Lv Springville		
65 Lv Lalumier	4:06	7:26	7:46	8:06	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46	10:66	10:86	65 Lv Lalumier	4:06	7:26	7:46	8:06	8:26	8:46	9:06	9:26	9:46	10:06	10:26	10:46	10:66	10:86	65 Lv Lalumier		
67 Lv Tee Lake	4:08	7:28	7:48	8:08	8:28	8:48	9:08	9:28	9:48	10:08	10:28	10:48	10:68	10:88	67 Lv Tee Lake	4:08	7:28	7:48	8:08	8:28	8:48	9:08	9:28	9:48	10:08	10:28	10:48	10:68	10:88	67 Lv Tee Lake		
68 Lv Smith	4:10	7:30	7:50	8:10	8:30	8:50	9:10	9:30	9:50	10:10	10:30	10:50	11:10	11:30	68 Lv Smith	4:10	7:30	7:50	8:10	8:30	8:50	9:10	9:30									

CINCINNATI, LAWRENCEBURG AND AURORA ELECTRIC STREET RAILROAD COMPANY

August 15, 1921.

DAILY, EXCEPT SATURDAY, SUNDAY AND HOLIDAYS.

WEST BOUND.

FIRST CLASS.

1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47
A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M
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DAYTON AND WESTERN TRACTION COMPANY

D. & W.

TIME TABLE No. 16, EFFECTIVE MARCH 1, 1931

D. & W.

		WEST BOUND TRAINS																			
STATIONS		Daily Ex. Sun. & Hol.	Daily Ex. Sun. & Hol.	Sun. & Hol. Only	Daily	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Daily Ex. Sun. & Hol.	Daily	Daily
		3	5	5	7	101	9	9	203	11	11	105	13	207	15	15	109	17	111	19	23
0.0 Dayton	Ohio	AM	AM	AM	AM	7 00	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
5.1 Drexel	Ohio		6 05			7 20	8 22	8 22	9 20	10 22	10 22	11 20	12 22	1 20	2 22	2 22	3 20	4 22	5 20	6 22	7 00
10.7 New Lebanon	Ohio		6 10			7 30	8 37	8 37	9 30	10 37	10 37	11 33	12 37	1 30	2 37	2 37	3 30	4 37	5 30	6 37	7 20
12.5 Johnsville	Ohio		6 20			7 34	8 41	8 41	9 33	10 41	10 41	11 33	12 41	1 33	2 41	2 41	3 33	4 41	5 33	6 41	7 30
18.4 West Alexandria	Ohio		6 15	6 30	7 00	7 15	7 45	8 54	8 54	9 43	10 54	10 54	11 45	12 54	1 43	2 54	3 45	4 54	5 45	6 54	7 43
23.9 Eaton	Ohio		6 28	6 42	7 12	7 28	7 57	9 07	9 07	10 02	11 07	11 07	11 57	1 07	1 54	3 07	3 07	4 10	5 20	6 10	7 07
29.5 New Hope	Ohio			6 59	7 23	7 28	8 10	9 20		10 08	11 28	12 10	12 18	1 28	2 08	3 28	4 18	5 28	6 18	7 13	8 02
34.1 New Westville	Ohio			7 05	7 33		8 18	9 28		10 18	11 38	12 20	12 28	1 38	2 18	3 38	4 28	5 38	6 28	7 23	8 10
39.6 Richmond	Ind.			7 20	7 50		8 35	9 45		10 25	11 45	12 25	12 35	1 45	2 25	3 45	4 35	5 45	6 35	7 30	8 15
39.6 Richmond	Ind.					7 40			9 30		11 40		1 30				3 40		5 40		7 30
54.7 Cambridge City	Ind.					8 13			10 01		12 13		2 01				4 13		6 13		8 01
68.9 Dunreith	Ind.					8 40			10 24		12 40		2 24				4 40		6 40		8 24
74.0 Knightstown	Ind.					8 48			10 34		12 48		2 34				4 48		6 48		8 34
87.0 Greenfield	Ind.					9 13			10 55		1 13		2 55				5 13		7 13		8 55
108.3 Indianapolis	Ind.					10 05			11 45		2 05		3 45				6 05		8 05		9 45
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Trains 101, 203, 105, 109, 213, 65 will make local stops between Dayton and Richmond.
Train 207 will make local stops between Dayton and Richmond except Saturdays.
Train 207 will make local stops between West Alexandria and Richmond on Saturdays only.
Train 111 will make local stops between New Lebanon and Richmond week days except Saturday.
Train 111 will make local stops between Dayton and Richmond Saturday, Sunday and holidays.

		EAST BOUND TRAINS																			
STATIONS		Daily Ex. Sun. & Hol.	Daily Ex. Sun. & Hol.	Sun. & Hol. Only	Daily	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Sat. Only	Daily Ex. Sun. & Hol.	Daily	Daily Ex. Sun. & Hol.	Daily	Daily
		2	4	4	6	8	10	42	12	202	14	14	104	16	16	106	18	22	22	208	24
0.0 Indianapolis	Ind.	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
21.3 Greenfield	Ind.							5 45			7 40		10 21			11 35		1 40		3 35	5 15
34.3 Knightstown	Ind.							6 12			8 46		10 43			12 46		2 49		4 46	6 37
39.6 Dunreith	Ind.							6 56			9 50		11 57			12 55		2 59		4 55	6 47
54.7 Cambridge City	Ind.							6 55			9 19		11 17			1 19		3 22		5 19	7 10
68.7 Richmond	Ind.							7 40			9 50		11 50			1 50		3 50		5 50	7 50
68.7 Richmond	Ind.							8 00	9 00	10 00	11 00	12 00		1 00	2 00	3 00		4 00		5 00	6 15
74.2 New Westville	Ohio							8 18	9 18	10 18	11 15	12 18		1 18	2 18	3 18		4 18		5 15	6 30
78.8 New Hope	Ohio							8 27	9 27	10 27	11 20	12 27		1 27	2 27	3 27		4 26		5 20	6 38
84.4 Eaton	Ohio							8 40	9 38	10 40	11 32	12 40		1 38	2 40	3 38		4 40	4 40	5 32	6 50
89.9 West Alexandria	Ohio		5 20	5 50	6 43	7 30	8 52	9 47	10 52	11 43	12 52	1 48	2 52	3 52	4 48	4 15	5 52	4 52	5 43	7 05	7 25
95.8 Johnsville	Ohio		5 36	6 06	6 56	7 36	9 03	10 07	11 53	12 53	1 03	2 00	3 03	4 00	4 26	5 03	5 03	5 52		7 05	7 25
97.6 New Lebanon	Ohio		5 40	6 10	7 00	8 00	9 07	10 11	11 57	12 57	1 07	2 03	3 07	4 03	4 30	5 07	5 07	5 57		7 10	7 30
102.2 Drexel	Ohio		5 13	5 55	6 25	7 11	8 11	9 18	10 12	11 18	12 05	1 18	2 12	3 18	4 12	4 40	5 18	5 18	6 03		7 10
108.3 Dayton	Ohio		5 40	6 30	6 50	7 45	8 45	9 45	10 35	11 45	12 25	1 45	2 35	3 45	4 35	5 10	5 45	5 45	6 25		7 10
		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Trains 42, 202, 104, 106, 208, 110, 112 and 214 will make local stops between Richmond and Dayton daily.
Light Type—A. M. Heavy Type—P. M.

December 1917.



EVANSVILLE RAILWAYS CO.—CRESCENT NAVIGATION CO.

W. A. CARSON, Vice President and General Manager. C. W. CHAPMAN, General Freight and Passenger Agent. E. L. MOORE, Superintendent Transportation
General Offices: Evansville, Indiana.

READ DOWN										EASTERN DIVISION										READ UP										
										STATIONS																				
6 15	7 10	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	Lv. Evansville, Ar	6 43	7 48	8 48	9 37	10 48	11 48	12 48	2 48	3 48	Lv. Richmond, Ar	6 56	7 56	8 54	9 56	10 56	11 56	1 56	2 56	3 56	4 56
6 46	7 41	8 46	9 46	10 46	11 46	12 46	1 46	2 46	3 46	Newburgh, Ky	6 12	7 17	8 17	9 09	10 17	11 17	12 17	2 17	3 17	Richland Jct	6 43	7 43	8 41	9 43	10 43	11 43	1 43	2 43	3 43	4 43
6 52	7 46	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	Cypress Beach, Ky	6 06	7 11	8 11	9 04	10 11	11 11	12 11	2 11	3 11	Ar. Richmond, Lv	7 06	8 06	9 06	10 06	11 06	1 06	2 06	3 06	4 06	5 06
7 02	7 55	9 02	10 02	11 02	12 02	1 02	2 02	3 02	4 02	Yankee town, Ky	5 57	7 02	8 02	8 56	10 02	11 02	12 02	2 02	3 02	Rockport, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	3 24	4 24
7 14	8 06	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	Hatfield, Ky	5 45	6 50	7 50	8 46	9 50	10 50	11 50	1 50	2 50	Owensboro, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	3 24	4 24
7 06	8 00	9 06	10 06	11 06	12 06	1 06	2 06	3 06	4 06	Lv. Richmond, Ar	6 56	7 56	8 54	9 56	10 56	11 56	1 56	2 56	Grandview, Ky	6 06	7 06	8 03	9 06	10 06	11 02	1 06	2 06	3 02	4 06	
7 21	8 12	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	Richland Jct	6 43	7 43	8 41	9 43	10 43	11 43	1 43	2 43	Lewisport, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	3 24	4 24	
7 56	8 54	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	Ar. Richmond, Lv	7 06	8 06	9 06	10 06	11 06	1 06	2 06	3 06	Troy, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	3 24	4 24	
7 42	8 26	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	Rockport, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	Tell City, Ind	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	3 24	4 24	
9 15										Owensboro, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	Caborn, Ky	6 35	7 35	8 36	9 36	10 36	11 36	1 36	2 36	3 36	4 36	
7 56	8 51	9 56	10 56	11 56	12 56	1 56	2 56	3 56	4 56	Grandview, Ky	6 06	7 06	8 03	9 08	10 06	11 02	1 06	2 06	Lv. Evansville, Ar	6 57	7 57	8 54	9 57	10 57	11 57	1 57	2 57	3 57	4 57	
9 35										Lewisport, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	Boehne Camp, Ky	6 35	7 35	8 36	9 36	10 36	11 36	1 36	2 36	3 36	4 36	
10 30										Troy, Ky	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	Belknap, Ky	6 31	7 31	8 36	9 36	10 36	11 36	1 36	2 36	3 36	4 36	
11 05										Tell City, Ind	6 24	7 24	8 25	9 24	10 24	11 24	1 24	2 24	St. Phillips, Ky	6 27	7 27	8 32	9 32	10 32	11 32	1 32	2 32	3 32	4 32	
11 30										Hawesville, Ky	6 16	7 21	8 21	9 21	10 21	11 21	1 21	2 21	Ford, Ky	6 21	7 26	8 26	9 26	10 26	11 26	1 26	2 26	3 26	4 26	
11 35										Ar. Cannelton, Lv	6 10	7 15	8 15	9 15	10 15	11 15	1 15	2 15	Caborn, Ky	6 16	7 21	8 21	9 21	10 21	11 21	1 21	2 21	3 21	4 21	

*Direct "Car to Boat" connection at Rockport for Owensboro, Ky., via Crescent Line Boat. \$Direct connection at Grandview for Lewisport, Ky., Troy, Tell City, Cannelton, Ind., and Hawesville, Ky., via Crescent Line Boat. †Saturday and Sunday only.

MT. VERNON DIVISION

READ DOWN										STATIONS										READ UP		
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January 1910.

EVANSVILLE & SOUTHERN INDIANA TRACTION CO.

EVANSVILLE TO PATOKA

Miles	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
0	Evansville																	
4 81	Weber																	
5 85	Erskine																	
8 34	Bullman																	
10 60	Bauer																	
16 50	Lamey Grove																	
17 95	Haubstadt																	
20 88	Ft. Branch																	
24 86	Kings																	
27 40	Baldwin Heights																	
28 70	Princeton																	
33 00	Patoka																	

PATOKA TO EVANSVILLE

Miles	STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
0	Patoka																	
4 30	Princeton																	
5 60	Baldwin Heights																	
8 14	Kings																	
12 12	Ft. Branch																	
15 06	Haubstadt																	
16 50	Lamey Grove																	
22 40	Bauer																	
24 86	Bullman																	
27 15	Erskine																	
28 69	Weber																	
33 00	Evansville																	

CONNECTIONS AT EVANSVILLE—Evansville Railway Co., same station, for Mt. Vernon, Newburgh, Hatfield, Rockport, Ind., and Owensboro, Ky.

Evansville Suburban & Newburgh Railway, Fifth Street station, for Newburgh, Chandler and Boonville.

At Princeton, Ind., Southern Railway, East 7:00 A. M. and 2:30 P. M. West 1:15 P. M. and 2:10 A. M.

At Ft. Branch, Ind., E. & T. H. Railroad, Mt. Vernon Division, West 8:15 A. M., West 6:06 P. M.

May 1, 1917.

NEWBURGH DIVISION

Evansville Suburban and Newburgh Railway

East Bound Daily	Miles	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	Ext.	32
EVANSVILLE																		
CAR BARN	1 35	5 45	7 00	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05
JUNCTION	3 58	5 52	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12
WOODMERE	4 51	5 54	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14
GILBERTS	5 11	5 55	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15
BARNETTS	6 19	5 57	7 17	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	8 17	9 17	10 17
FUQUAY	7 15	5 59	7 19	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19
STACERS	7 33	6 00	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20
COAL MINE	9 47	6 03	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23
KUEHLERS	9 59	6 05	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25
NEWBURGH	10 31	6 06	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26

Subject to change without notice

BOONVILLE DIVISION

Evansville Suburban and Newburgh Railway

East Bound Daily	Miles	52	54	56	58	60	62	64	66	68	70	72	74	76	78	80
EVANSVILLE																
CAR BARN	0 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00
TERRACE PARK	2 8	6 07	7 07	8 07	9 07	10 07	11 07	12 07	1 07	2 07	3 07	4 07	5 07	6 07	7 07	8 07
JUNCTION	3 6	6 14	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14
STOCKWELL	4 1	6 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16
SMYTHS	4 6	6 17	7 17	8 17	9 17	10 17	11 17	12 17	1 17	2 17	3 17	4 17	5 17	6 17	7 17	8 17
GARVINS	5 1	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20
SUB STATION	7 5	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25
STEPHENSON	8 3	6 27	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27
LANT SWITCH	9 7	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30
CASTLE GARDEN	10 8	6 32	7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	7 32	8 32
STINSON	11 5	6 34	7 34	8 34	9 34	10 34	11 34	12 34	1 34	2 34	3 34	4 34	5 34	6 34	7 34	8 34
CHANDLER	12 7	6 36	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36
HARTS	13 2	6 38	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38
ST. ROWAN	14 8	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40
KOREFS	15 1	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43
MITCHEMS	15 5	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42
NEWBURGH ROAD	16 3	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43
BOONVILLE	18 3	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50

Subject to change without notice

West Bound Daily	Miles	51	53	55	57	59	61	63	65	67	69	71	73	75	77	79
BOONVILLE																
NEWBURGH ROAD	2 0	6 07	7 07	8 07	9 07	10 07	11 07	12 07	1 07	2 07	3 07	4 07	5 07	6 07	7 07	8 07
MITCHEMS	2 8	6 08	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08
KOREFS	3 2	6 09	7 09	8 09	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 09
ST. ROWAN	3 5	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10
HARTS	5 0	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12
CHANDLER	5 6	6 14	7 14	8 14	9 14	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14
STINSON	6 8	6 16	7 16	8 16	9 16	10 16	11 16	12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16
CASTLE GARDEN	7 5	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18
LANT SWITCH	8 6	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20
STEPHENSON	10 0	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23
SUB STATION	10 8	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25
GARVINS	13 2	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30
SMYTHS	13 7	6 33	7 33	8 33	9 33	10 33	11 33	12 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33
STOCKWELL	14 2	6 34	7 34	8 34	9 34	10 34	11 34	12 34	1 34	2 34	3 34	4 34	5 34	6 34	7 34	8 34
JUNCTION	14 7	6 36	7 36	8 36	9 36	10 36	11 36	12 36	1 36	2 36	3 36	4 36	5 36	6 36	7 36	8 36
TERRACE PARK	16 4	6 39	7 39	8 39	9 39	10 39	11 39	12 39	1 39	2 39	3 39	4 39	5 39	6 39	7 39	8 39
CAR BARN	16 9	6 44	7 44	8 44	9 44	10 44	11 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44	7 44	8 44
EVANSVILLE	18 3	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50

*Daily Except Sunday

Subject to change without notice

February 1921.

FORT WAYNE & DECATUR TRACTION CO.

BETWEEN

FORT WAYNE AND DECATUR SOUTH BOUND

Fort Wayne to Decatur

LEAVING FORT WAYNE

No. of Trains.....	201	203	205	207	209	211	213	215	217	219
STATIONS	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
Lv. Ft. Wayne.....	7 00	8 30	10 00	11 30	1 00	2 30	4 00	5 30	8 30	11 05
Philly's.....	7 22	8 52	10 22	11 52	1 22	2 52	4 22	5 52	8 52	11 27
Thompson's.....	7 25	8 55	10 25	11 55	1 25	2 55	4 25	5 55	8 55	11 29
H. Castle.....	7 29	8 59	10 29	11 59	1 29	2 59	4 29	5 59	8 59	11 34
Nine Mile.....	7 30	9 00	10 30	12 00	1 30	3 00	4 30	6 00	9 00	11 35
Sub Station.....	7 34	9 04	10 34	12 04	1 34	3 04	4 34	6 04	9 04	11 37
St. John's.....	7 40	9 10	10 40	12 10	1 40	3 10	4 40	6 10	9 10	11 44
Reiter's Lane.....	7 46	9 16	10 46	12 16	1 46	3 16	4 46	6 16	9 16	11 48
Monmouth.....	7 50	9 20	10 50	12 20	1 50	3 20	4 50	6 20	9 20	11 51
Car Barns.....	7 56	9 26	10 56	12 26	1 56	3 26	4 56	6 26	9 26	11 55
Ar. Decatur.....	8 05	9 35	11 05	12 35	2 05	3 35	5 05	6 35	9 35	12 02

NORTH BOUND

Decatur to Fort Wayne

LEAVING DECATUR

No. of Trains.....	202	204	206	208	210	212	214	216	218	220
STATIONS	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
Lv. Decatur.....	5 40	7 00	8 30	10 00	11 30	1 00	2 30	4 00	7 00	10 00
Car Barns.....	5 45	7 05	8 35	10 05	11 35	1 05	2 35	4 05	7 05	10 04
Monmouth.....	5 50	7 10	8 40	10 10	11 40	1 10	2 40	4 10	7 10	10 09
Reiter's Lane.....	5 53	7 13	8 43	10 13	11 43	1 13	2 43	4 13	7 13	10 11
St. John's.....	5 59	7 19	8 49	10 19	11 49	1 19	2 49	4 19	7 19	10 16
Sub Station.....	6 05	7 25	8 55	10 25	11 55	1 25	2 55	4 25	7 25	10 20
Nine Mile.....	6 08	7 30	9 00	10 30	12 00	1 30	3 00	4 30	7 30	10 25
H. Castle.....	6 09	7 31	9 01	10 31	12 01	1 31	3 01	4 31	7 31	10 26
Thompson's.....	6 15	7 37	9 07	10 37	12 07	1 37	3 07	4 37	7 37	10 30
Philly's.....	6 19	7 41	9 11	10 41	12 11	1 41	3 11	4 41	7 41	10 33
Ar. Ft. Wayne.....	6 45	8 05	9 35	11 05	12 35	2 05	3 35	5 05	8 05	10 55

Light-faced type indicates A. M., full-faced type P. M.

The Company does not guarantee the time shown herein nor hold itself responsible for any errors, and reserves the right to deviate therefrom without published notice.

December 1917.

FT. WAYNE & NORTHERN INDIANA TRACTION COMPANY

S. W. GREENLAND, General Manager, Ft. Wayne, Ind.
J. J. BRENNAN, Superintendent, Ft. Wayne, Ind.

H. E. VORDERMARK, Auditor, Ft. Wayne, Ind.
J. A. GREENLAND, G. P. & F. A., Ft. Wayne, Ind.

J. W. LOWRY, D. P. & F. A., Huntington, Ind.
General Offices, Fort Wayne, Indiana.

West Bound—Read Down

FT. WAYNE, LAFAYETTE AND INDIANAPOLIS

East Bound—Read Up

No. of Trains.....	202	204	206	208	210	212	214	216	218	220
STATIONS	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
Lv. Decatur.....	5 40	7 00	8 30	10 00	11 30	1 00	2 30	4 00	7 00	10 00
Car Barns.....	5 45	7 05	8 35	10 05	11 35	1 05	2 35	4 05	7 05	10 04
Monmouth.....	5 50	7 10	8 40	10 10	11 40	1 10	2 40	4 10	7 10	10 09
Reiter's Lane.....	5 53	7 13	8 43	10 13	11 43	1 13	2 43	4 13	7 13	10 11
St. John's.....	5 59	7 19	8 49	10 19	11 49	1 19	2 49	4 19	7 19	10 16
Sub Station.....	6 05	7 25	8 55	10 25	11 55	1 25	2 55	4 25	7 25	10 20
Nine Mile.....	6 08	7 30	9 00	10 30	12 00	1 30	3 00	4 30	7 30	10 25
H. Castle.....	6 09	7 31	9 01	10 31	12 01	1 31	3 01	4 31	7 31	10 26
Thompson's.....	6 15	7 37	9 07	10 37	12 07	1 37	3 07	4 37	7 37	10 30
Philly's.....	6 19	7 41	9 11	10 41	12 11	1 41	3 11	4 41	7 41	10 33
Ar. Ft. Wayne.....	6 45	8 05	9 35	11 05	12 35	2 05	3 35	5 05	8 05	10 55

*Will make local stops between Peru and Lafayette.
*Will make local stops between Lafayette and Peru.
The 8:30 P. M. Train leaving Ft. Wayne will run through to Peru when there are passengers for that point.

L Limited Trains.

CONNECTIONS CENTRAL TIME FORT WAYNE

Fort Wayne & Northern Indiana Tract. Co.
West to Roanoke, Huntington, Wabash,
Marion, Peru, Logansport, Lafayette, Kokomo,
Indianapolis.

Lv. Fort Wayne—A. M. 16:45, x9:00, 11:00,
P. M. 12:15, 11:00, 13:00, 4:15, xx5:20, 6:00,
18:00, a9:30, all:05.

South to Yoder, Ossian, Bluffton, Muncie,
Indianapolis:

Lv. Ft. Wayne—A. M. xx6:30, b7:00, 18:05,
9:00, 11:00, 12:00; P. M. 1:00 12:00, 3:00, 14:00,
5:00, 16:00, 18:00, d11:00.

Limited Trains, x Through Limiteds to In-
dianapolis without change; xx Hoosierland and
Wabash Valley Flier, four hour trains, making
county seat stops only, between Fort Wayne
and Indianapolis. a To Huntington only; b To
Bluffton only; c Makes local stops between Ft.
Wayne and Bluffton; d Daily except Sunday.

The Fort Wayne, Van Wert and Lima Traction
Co., East to New Haven, Van Wert, Delphos,
Lima, Toledo, Springfield, Columbus, Dayton:

Lv. Fort Wayne—A. M. 6:00 17:00, 19:00,
10:30, 11:20:00; P. M. 12:00, 3:00, 15:00, 6:00,
18:00, a9:30.

Limited Trains; a To Van Wert only.

Fort Wayne & Northwestern Ry. Co.
Garrett, Waterloo and Kendallville

Lv. Ft. Wayne—A. M. 5:40, 7:09, 8:29, 9:39,
10:49, 11:59; P. M., 1:09, 2:19, 3:29, 4:39, 5:49,
6:35, 8:00, 9:30, 11:00.

PENNSYLVANIA RAILROAD

East to Pittsburgh—A. M., 3:15, 5:05, 6:05;
P. M., 12:38, 12:45, 1:52, b3:49, 7:35, v9:18, 11:43.

b Broadway Limited.

v Pennsylvania Special.

West to Chicago—A. M., 3:35, 4:15, 5:10,
b6:40, 7:00, 11:40.

P. M., 12:45, 1:10, 4:45, 4:50.

† Daily except Sunday.

G. R. & I. RAILROAD

North to Grand Rapids—A. M., 1:45, 6:55;
P. M., 12:20, 4:25.

South to Cincinnati—A. M., 1:20, 16:15; P. M.,
12:20, 5:30.

† Daily except Sunday. § Sunday only.

N. Y. C. & St. L., "NICKEL PLATE" R. R.

West to Chicago—A. M., 2:27; P. M., 12:37,
3:07.

East to Cleveland—A. M., 1:40, 11:30; P. M.,
3:15.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

North Jackson, Lv. Fort Wayne—A. M., 16:30,
11:30; P. M., 4:30.

† Daily except Sunday.

WABASH RAILROAD

East—4:07, 4:40, 4:10, a9:35, 9:50. P. M.,
a6:13, b7:50, c5:15.

† Daily except Sunday; e Toledo; a Detroit;
b Toledo via Montpelier.

Cars every two hours between Indiana Harbor and Hammond. First car at 7:15 a. m. leaves Indiana Harbor, last car leaves at 11:30 p. m.

INDIANA RAILROAD SYSTEM

October 1, 1939.

INDIANAPOLIS TO ANDERSON — MUNCIE — FORT WAYNE

TABLE 1

NORTH AND EAST BOUND

Mi	STATIONS	302 ↑ AM	2 ↑ AM	4 AM	6 AM	8 AM	10 AM	12 AM	14 AM	16 AM	18 PM	20 PM	304 ↑ PM	22 PM	24 PM	26 PM	28 PM	30 PM	32 PM	34 PM	36 PM
0	Lv INDIANAPOLIS			5.00	6.00	7.00	8.00	9.00	11.00	12.10	1.00	2.10		3.00	4.00	5.00	5.30	6.10	7.00	8.15	11.40
5	38th & Orchard Sts. (Indpls.)			5.16	6.16	7.16	8.16	9.16	11.16	12.26	1.16	2.26		3.16	4.16	5.16	5.46	6.26	7.16	8.31	11.55
11	Lawrence			5.24	6.24	7.24	8.24	9.24	11.24	12.34	1.24	2.34		3.24	4.24	5.24	5.54	6.34	7.24	8.39	12.04
12	Spring Valley			5.25	6.25	7.25	8.25	9.25	11.25	12.35	1.25	2.35		3.25	4.25	5.25	5.55	6.35	7.25	8.40	12.05
15	Oaklandon			5.30	6.30		8.34	9.34		12.45		2.45		3.34	4.35		6.10	6.52	7.34	8.49	12.11
17	McCordsville			5.32	6.32		8.36	9.36		12.49		2.49		3.36	4.39		6.13	6.56	7.37	8.51	12.13
23	Fortville			5.38	6.38	7.37	8.42	9.42	11.40	12.56	1.40	2.56		3.42	4.48	5.39	6.19	7.02	7.43	8.57	12.19
25	Ingalls			5.42	6.42	7.41	8.46	9.47	11.44	1.00	1.44	3.00		3.46	4.52	5.43	6.23	7.06	7.47	10.01	12.23
29	State Reform ry			5.45	6.45	7.43	8.49	9.50	11.46	1.03	1.46	3.03		3.49	4.55	5.46	6.25	7.08	7.50	10.03	12.25
30	Pendleton			5.48	6.48	7.46	8.52	9.53	11.49	1.06	1.49	3.06		3.52	4.58	5.49	6.28	7.11	7.53	10.06	12.28
38	11th & Meridian (Anderson)			6.01	7.02	8.00	9.06	10.07	12.03	1.20	2.03	3.20		4.06	5.12	6.03	6.44	7.25	8.08	10.20	12.42
	ANDERSON			6.09	7.10	8.11	9.16	10.17	12.12	1.30	2.12	3.30		4.16	5.22	6.13	6.55	7.34	8.18	10.28	12.50
43	Chesterfield			6.13	7.14	8.16	9.20	10.21	12.16	1.35	2.16	3.34		4.21	5.26	6.17		7.38	8.22	10.32	12.54
45	Daleville			6.18	7.19	8.20	9.25	10.26	12.21	1.40	2.20	3.40		4.26	5.32	6.22		7.43	8.27	10.36	12.59
50	Yorktown			6.25	7.26	8.27	9.33	10.33	12.28	1.47	2.27	3.50		4.33	5.39	6.29		7.50	8.34	10.43	1.05
57	Ar MUNCIE			6.40	7.41	8.40	9.50	10.48	12.43	2.05	2.40	4.05		4.50	5.55	6.42		8.00	8.48	10.55	1.20
57	Lv MUNCIE			6.40		8.40		10.48	12.43		2.40	4.10	4.42	4.50	5.55	6.42			8.48	10.55	
62	Royerton			6.52		8.52		11.00	12.54		2.51	4.22	4.56		5.58	6.53			8.59	11.06	
66	Shideler			6.55		8.55		11.03	12.57		2.54	4.24	4.58		5.61	6.56			9.02	11.08	
67	Eaton			6.58		8.58		11.06	1.00		2.57	4.27	5.03	5.07	6.14	6.59			9.04	11.10	
75	Hartford City			7.13		9.12		11.20	1.13		3.10	4.40	5.22	5.21	6.28	7.11			9.17	11.23	
84	Montpelier			7.28		9.27		11.35	1.28		3.26	4.57	5.39	5.36		7.26			9.33	11.39	
87	Keystone			7.34		9.31		11.39	1.32		3.30	5.03	5.44		7.30				9.37	11.43	
91	Poneto			7.38		9.35		11.43	1.35		3.33	5.07	5.48		7.33				9.40	11.48	
98	Ar BLUFFTON			7.49		9.48		11.55	1.46		3.44	5.17	6.04	5.55		7.45			9.51	11.57	
98	Lv BLUFFTON	5.30	6.45	7.49		9.48		11.55	1.46		3.44	5.17	6.04	5.55		7.45			9.51	11.57	
105	Kingsland	5.38	6.53	7.56		9.56		12.03	1.54		3.52	5.25	6.13	6.03		7.53			9.59	12.05	
108	Ossian	5.46	7.00	8.02		10.00		12.09	1.54		3.58	5.30	6.20		7.57				10.04	12.10	
111	Yoder	5.50	7.04	8.05		10.03		12.13	1.57		4.02	5.33	6.25		8.00				10.07	12.13	
118	Waynedale	5.58	7.13	8.13		10.13		12.23	1.59		4.12	5.41	6.34		8.07				10.14	12.20	
123	Ar FT. WAYNE (CST)	6.15	7.30	8.30		10.30		12.40	2.25		4.25	5.55	6.50	6.30		8.20			10.30	12.35	

H—Hoosierland—Daily, stops only at station where time is shown. Stops at Orchard Ave. and 18th St. eastbound to pick up and westbound to discharge passengers. Observation-Lounge car on Trains 8-18-26-9-15-27. Trains 9-15-19-27 stop at Spring Valley to discharge passengers. Trains 8-18-26 stop at Spring Valley to pick up passengers for points where trains stop.

FORT WAYNE TO MUNCIE — ANDERSON — INDIANAPOLIS

SOUTH AND WEST BOUND

Mi	STATIONS	1 ↑ AM	3 AM	5 AM	301 ↑ AM	7 AM	9 H AM	11 AM	13 AM	15 H AM	17 PM	19 H Noon	21 PM	23 PM	25 PM	27 H PM	305 ↑ PM	29 ↑ PM	31 PM	33 PM	35 PM	37 PM	307 PM	
0	Lv FT. WAYNE (CST)...				5.20		6.10		8.00	10.00		12.00		1.45		4.00	4.15	5.10		6.05		9.10	11.00	
5	Waynedale				5.33		6.22	1.13	8.13	f1013		f1214		2.00		f4.12	4.30	5.25		6.18		9.23	11.13	
11	Yoder				5.38		6.26	1.17	8.17	f1017		f1218		2.06		f4.17	4.34	5.29		6.22		9.27	11.17	
15	Ossian				5.46		6.32	2.23	8.24	f1023		f1224		2.12		f4.23	4.41	5.37		6.29		9.34	11.24	
18	Kingsland				5.51		6.35	2.26	8.28	10.27		12.28		2.16		f4.27	4.44	5.42		6.33		9.39	11.28	
25	Ar BLUFFTON				6.04		6.45	3.36	8.39	10.37		12.38		2.25		f4.38	4.55	5.55		6.43		9.51	11.40	
26	Lv BLUFFTON				6.04	6.26	6.45	3.36	8.39	10.37		12.38		2.25		4.38				6.43		9.51		
32	Poneto				6.11	6.32	6.50	4.44	8.46	f1043		f1244		2.31		f4.44				6.49		9.57		
36	Keystone				6.19	6.39	6.57	5.51	8.52	f1060		f1251		2.39		f4.51				6.57		10.03		
39	Montpelier				6.26	6.44	f7.01	6.55	8.56	10.55		12.56		2.44		4.57				7.03		10.08		
48	Hartford City				6.41	7.00	7.13	8.10	9.12	11.10		1.13		3.00		5.11				7.20		10.22		
56	Eaton				6.54	7.12	7.24	8.20	9.23	11.21		1.24		3.11		5.22				7.30		10.32		
58	Shideler				6.51	7.00	7.16	8.14	9.27	f1126		f1.28		3.15		5.26				7.34		10.36		
61	Royerton				6.54	7.03	7.19	8.17	9.29	f1127		f1.31		3.18		5.28				7.37		10.39		
66	Ar MUNCIE				6.56	7.20	7.35	8.47	9.45	11.43		1.45		3.35		5.43				7.52		10.55		
66	Lv MUNCIE				5.40	6.35		7.45	8.47	9.45	11.43	12.40	1.45	2.40	3.35	4.35	5.43		6.40	7.52	9.45	10.55		
73	Yorktown				5.52	6.48		7.57	8.58	9.57	f1154	12.53	1.58	2.54	3.46	4.48	5.54		6.52	8.03	9.57	11.07		
78	Daleville				6.00	6.56		8.03	9.06	10.03	f1202	12.59	1.59	2.54	3.54	4.55	6.02		7.01	8.09	10.04	11.13		
80	Chesterfield				6.03	6.59		8.06	9.09	10.06	f1205	1.02	2.07	3.03	3.57	4.58	6.05		7.04	8.12	10.06	11.16		
86	ANDERSON				5.20	6.09	7.05	8.11	9.15	10.12	12.10	1.08	2.12	3.09	4.03	5.04	6.11		7.10	8.18	10.12	11.22		
93	11th & Meridian (Anderson)				5.23	6.12	7.08	8.14	9.18	10.15	12.13	1.11	2.15	3.12	4.06	5.07	6.14		7.13	8.21	10.15	11.24		
96	Pendleton				5.41	6.32	7.29		8.35	9.38	10.36	12.33	1.31	2.34	3.34	4.29	5.30	6.34		7.35	8.40	10.35	11.41	
98	State Reform ry				5.44	6.35	7.31		8.37	9.40	10.38	f1235	1.33	2.36	3.36	4.32	5.32	6.36		7.38	8.42	10.37	11.43	
99	Ingalls				5.48	6.39	7.35		8.41	9.43	10.41	f1238	1.37	2.39	3.40	4.36	5.36	6.39		7.42	8.45	10.40	11.46	
101	Fortville				5.53	6.44	7.41		8.46	9.47	10.45	12.42	1.44	2.43	3.46	4.40	5.44	6.43		7.47	8.49	10.44	11.50	
106	McCordsville				5.59	6.51	7.47			9.53	10.51		1.49		3.52	4.48	5.51			7.53	8.55	10.49	11.55	
108	Oaklandon				6.02	6.54	7.50			9.56	10.54	f1252	1.52		3.55	4.51	5.54			7.56	8.58	10.52	11.58	
111	Spring Valley				6.08	6.59	7.55			10.01	10.59		1.57		4.00	4.56	6.00			8.01	9.03	10.57	12.02	
112	Lawrence				6.10	7.01	7.57			10.03	11.01		1.58		4.02	4.58	6.03			8.03	9.05	11.00	12.04	
118	38th & Orchard Sts. (Indpls.)				6.20	7.11	8.07		9.08	10.12	11.11	1.07	2.07	3.07	4.12	5.07	6.12		7.05	8.13	9.13	11.09	12.12	
123	Ar INDIANAPOLIS				6.40	7.30	8.26		9.26	10.30	11.30	1.26	2.26	3.26	4.30	5.26	6.30		7.25	8.30	9.30	11.30	12.30	
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	

*—Daily. †—Daily except Sundays and Holidays. ‡—Daily except Sundays. §—Does not run north of Muncie on Sundays and Holidays. ¶—Stops only on flag. ◆—Local train Indianapolis to Muncie; Limited Muncie to Fort Wayne except Sundays. ◆—Connects with Wabash R. R. train for Detroit, leaving Fort Wayne at 6:55 P.M.

INDIANAPOLIS — GREENCASTLE — BRAZIL — TERRE HAUTE **TABLE 3**

		WEST BOUND															
Mi	STATIONS	101 • AM	103 † AM	105 • AM	107 • AM	109 • AM	111 • PM	113 • PM	115 • PM	117 † PM	119 • PM	121 • PM	123 • PM	125 • PM			
0	Lv INDIANAPOLIS			7.30	9.30	11.30	1.25	3.30	4.25	5.15	5.45	7.35	9.30	11.45			
6	Ben Davis			7.46	9.46	11.46	1.42	3.45	4.42	5.31	6.00	7.52	9.47	12.00			
9	Bridgeport			7.49	9.49	11.49	1.46	3.48	4.46	5.34	6.03	7.55	9.51	12.03			
14	Plainfield			7.58	9.58	11.58	1.53	3.56	4.53	5.41	6.11	8.03	9.56	12.11			
17	Cartersburg			8.04	10.04	12.04	1.59	4.02	4.59	5.47	6.17	8.09	10.00	12.18			
21	Clayton			8.12	10.12	12.12	2.06	4.09	5.06	5.54	6.26	8.16	10.06	12.24			
23	Pecksburg			8.16	10.16	12.16	2.09	4.12	5.09	5.59	6.30	8.20	10.09	12.26			
26	Amo			8.18	10.18	12.18	2.11	4.14	5.11	6.04	6.33	8.22	10.11	12.28			
29	Coatesville			8.22	10.22	12.22	2.15	4.18	5.15	6.08	6.37	8.26	10.15	12.30			
33	Fillmore			8.28	10.28	12.28	2.21	4.24	5.21	6.14	6.43	8.32	10.21	12.35			
40	Greencastle	5.35	6.35	8.40	10.40	12.40	2.35	4.38	5.35	6.25	6.55	8.44	10.40	12.50			
53	Harmony	5.50	6.56	9.01	10.59	12.59	2.54	4.57	5.54		7.13	9.02	10.56				
56	Brazil	6.05	7.07	9.09	11.09	1.09	3.04	5.07	6.04		7.23	9.10	11.04				
72	Ar TERRE HAUTE	6.35	7.40	9.45	11.45	1.40	3.35	5.40	6.40		7.55	9.40	11.40				

TERRE HAUTE — BRAZIL — GREENCASTLE — INDIANAPOLIS

		EAST BOUND															
Mi	STATIONS	102 • AM	104 E AM	106 † AM	108 • AM	110 • AM	112 • AM	114 • AM	116 • PM	118 • PM	120 • PM	122 † PM	124 • PM	126 • PM	128 • PM		
0	Lv TERRE HAUTE		5.35		6.35	7.43	8.40	10.40	12.30	2.30	4.30	5.20	6.40	9.25	11.40		
15	Brazil		6.05		7.10	8.15	9.10	11.10	1.01	3.05	5.08	5.54	7.12	9.53	12.09		
19	Harmony		6.12		7.19	8.24	9.19	11.19	1.10	3.14	5.16	6.05	7.23	10.01	12.18		
32	Greencastle	6.00	6.40	6.40	7.40	8.45	9.40	11.40	1.35	3.35	5.40	6.25	7.45	10.20	12.37		
39	Fillmore			6.49	7.50	8.55	9.50	11.50	1.45	3.47	5.52		7.55	10.34			
43	Coatesville			6.15	7.56	9.01	9.56	11.56	1.51	3.53	5.58		8.02	10.44			
46	Amo			6.20	8.00	9.05	10.00	12.00	1.55	3.57	6.04		8.07	10.40			
48	Pecksburg			6.23	8.03	9.08	10.03	12.03	1.57	4.00	6.08		8.09	10.46			
51	Clayton			6.27	8.08	9.12	10.08	12.08	2.03	4.06	6.12		8.14	10.50			
54	Cartersburg			6.33	8.14	9.17	10.14	12.14	2.09	4.12	6.18		8.20	10.55			
58	Plainfield			6.40	8.21	9.23	10.21	12.21	2.15	4.18	6.25		8.27	11.01			
63	Bridgeport			6.48	8.27	9.28	10.27	12.27	2.21	4.23	6.33		8.33	11.07			
65	Ben Davis			6.51	8.32	9.31	10.32	12.32	2.25	4.27	6.37		8.37	11.10			
72	Ar INDIANAPOLIS			7.10	8.50	9.50	10.50	12.50	2.45	4.45	6.55		8.55	11.25			

MUNCIE — NEW CASTLE

SOUTH BOUND—Read Down											NORTH BOUND—Read Up											4
301 † AM	403 • AM	405 • AM	407 • AM	409 • PM	411 • PM	413 • PM	415 • PM	417 • PM	419 • PM	Mi	STATIONS	404 • AM	406 • AM	408 • AM	410 • PM	412 • PM	304 † PM	414 • PM	416 • PM	418 • PM	420 • PM	
7.27	8.50	10.15	11.50	1.50	3.45	5.15	6.45	9.30	11.00	0	MUNCIE	7.35	10.05	11.35	1.45	3.35	4.36	5.05	6.35	8.45	10.50	
7.33	9.03	10.28	12.03	2.03	3.58	5.28	6.58	9.43	11.13	6	Cowan	7.21	9.51	11.21	1.31	3.21	4.21	4.51	6.21	8.31	10.36	
7.37	9.06	10.31	12.06	2.05	4.01	5.31	7.01	9.46	11.16	8	Oakville	7.18	9.48	11.18	1.28	3.18	4.18	4.48	6.18	8.28	10.33	
7.39	9.09	10.34	12.09	2.09	4.04	5.34	7.04	9.49	11.19	10	Springport	7.15	9.45	11.15	1.25	3.15	4.15	4.45	6.15	8.25	10.30	
7.43	9.13	10.38	12.13	2.13	4.10	5.38	7.08	9.53	11.23	13	Mt. Summit	7.10	9.40	11.10	1.20	3.10	4.10	4.40	6.10	8.20	10.25	
7.56	9.25	10.50	12.25	2.25	4.22	5.50	7.20	10.05	11.35	19	NEW CASTLE	7.00	9.30	11.00	1.10	3.00	4.00	4.30	6.00	8.10	10.15	
AM	AM	AM	PM	PM	PM	PM	PM	PM	PM			AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	

October 1, 1939.

INDIANAPOLIS — FT. BENJAMIN HARRISON

TABLE 6

EAST BOUND

Mi	STATIONS	• AM	† AM	• AM	• AM	• AM	• AM	G PM	• PM	• PM	• PM	• PM	J PM	• PM	• PM	• PM	• PM	K PM	• PM	M AM		
0	Lv Indianapolis	5.00	6.05	7.00	7.50	9.30	11.30	12.40	1.40	2.40	3.30	4.45	5.10	5.45	6.40	8.00	10.00	11.30	11.59	1.30		
4	34th St.	5.16	6.21	7.16	8.06	9.46	11.46	12.56	1.56	2.56	3.46	5.01	5.26	6.01	6.56	8.16	10.16	11.46	12.15	1.45		
6	Forest Manor	5.19	6.24	7.19	8.09	9.49	11.49	12.59	1.59	2.59	3.49	5.04	5.29	6.04	6.59	8.19	10.19	11.49	12.18	1.46		
7	Emerson Ave.	5.20	6.25	7.20	8.10	9.50	11.50	1.00	2.00	3.00	3.50	5.05	5.30	6.05	7.00	8.20	10.20	11.50	12.19	1.49		
8	Arlington Ave.	5.22	6.27	7.22	8.12	9.52	11.52	1.02	2.02	3.02	3.52	5.07	5.32	6.07	7.02	8.22	10.22	11.52	12.21	1.51		
10	Shadeland	5.24	6.29	7.24	8.14	9.54	11.54	1.04	2.04	3.04	3.54	5.09	5.34	6.09	7.04	8.24	10.24	11.54	12.23	1.53		
11	Lawrence	5.30	6.35	7.32	8.21	10.02	12.01	1.15	2.15	3.14	4.02	5.20	5.45	6.20	7.14	8.31	10.31	12.01	12.28	1.55		
11	Spring Valley	5.32	6.37	7.34	8.23	10.04	12.03	1.17	2.17	3.16	4.05	5.22	5.47	6.22	7.16	8.33	10.33	12.03	12.30	1.57		
12	Ar Ft. Ben. Harrison	5.35	6.40	7.37	8.25	10.06	12.07	1.20	2.20	3.20	4.10	5.25	5.50	6.25	7.20	8.35	10.35	12.05	12.35	2.00		

WEST BOUND

Mi	STATIONS	• AM	† AM	• AM	• AM	• AM	• PM	G PM	• PM	• PM	• PM	• PM	J PM	• PM	• PM	• PM	• PM	• AM	M AM		
0	Lv Ft. Ben. Harrison	5.40	6.45	7.40	8.35	10.25	12.40	1.30	2.35	3.35	4.35	5.40	6.15	6.45	7.35	8.40	11.00	12.40	2.05		
1	Spring Valley	5.42	6.47	7.42	8.37	10.27	12.42	1.32	2.37	3.37	4.37	5.42	6.17	6.47	7.37	8.42	11.02	12.42	2.07		
1	Lawrence	5.45	6.50	7.45	8.40	10.30	12.45	1.35	2.40	3.40	4.40	5.45	6.20	6.50	7.40	8.45	11.05	12.45	2.10		
2	Shadeland	5.47	6.52	7.47	8.42	10.32	12.47	1.37	2.42	3.42	4.42	5.47	6.22	6.52	7.42	8.47	11.07	12.47	2.12		
4	Arlington Ave.	5.49	6.54	7.49	8.44	10.34	12.49	1.39	2.44	3.44	4.44	5.49	6.24	6.54	7.44	8.49	11.09	12.49	2.14		
5	Emerson Ave.	5.51	6.56	7.51	8.46	10.36	12.51	1.41	2.46	3.46	4.46	5.51	6.26	6.56	7.46	8.51	11.11	12.51	2.16		
6	Forest Manor	5.52	6.57	7.52	8.47	10.37	12.52	1.42	2.47	3.47	4.47	5.52	6.27	6.57	7.47	8.52	11.12	12.52	2.17		
8	34th St.	5.55	7.00	7.55	8.50	10.40	12.55	1.45	2.50	3.50	4.50	5.55	6.30	7.00	7.50	8.55	11.15	12.55	2.20		
12	Ar Indianapolis	6.15	7.25	8.20	9.15	11.05	1.20	2.10	3.15	4.15	5.15	6.20	6.50	7.20	8.15	9.15	11.35	1.10	2.35		

*—Daily.

G—Saturday only

†—Daily except Sundays and Holidays.

M—Sundays and Mondays only.

J—Daily except Saturday, Sunday and Holidays

K—Saturday, Sunday and Holidays only.

January 1910.

THE INDIANAPOLIS AND CINCINNATI TRACTION COMPANY.

INDIANAPOLIS TO CONNERSVILLE

STATIONS	AM	AM	*AM	AM	†AM	AM	*AM	AM	*PM	PM	*PM	PM	†PM	PM	*PM	PM	PM	PM
0 Indianapolis	5 25	6 30	7 00	8 30	9 00	10 30	11 00	12 30	1 00	2 30	3 00	4 30	5 00	6 30	7 30	9 30	11 30	---
4 Shelbyville Jc.	5 48	6 53	7 25	8 55	9 25	10 55	11 25	12 55	1 25	2 55	3 25	---	5 25	6 53	7 53	9 53	11 53	---
7 Hawthorne	5 51	6 56	7 28	8 58	9 28	10 58	11 28	12 58	1 28	2 58	3 28	---	5 28	6 56	7 56	9 56	11 56	---
12 Julietta	5 59	7 06	7 46	9 16	9 41	11 06	11 46	1 05	1 46	3 05	3 46	---	5 41	7 06	8 05	10 05	12 05	---
16 New Palestine	6 04	7 10	7 53	9 23	9 50	11 10	11 53	1 10	1 53	3 10	3 53	---	5 50	7 10	8 10	10 10	12 10	---
20 Reedville	6 09	7 16	8 00	9 30	10 00	11 16	12 00	1 16	2 00	3 16	4 00	---	6 00	7 16	8 16	10 16	12 16	---
22 Fountaintown	6 13	7 20	8 06	9 36	10 06	11 20	12 06	1 06	2 05	3 20	4 05	---	6 05	7 20	8 20	10 20	12 20	---
27 Morristown	6 19	7 26	8 13	9 43	10 13	11 26	12 13	1 26	2 13	3 26	4 13	---	6 13	7 26	8 26	10 26	12 26	---
29 Gwynnville	6 23	7 30	8 18	9 48	10 18	11 30	12 18	1 30	2 18	3 30	4 18	---	6 18	7 30	8 30	10 30	12 30	---
33 Arlington	6 28	7 36	8 27	9 57	10 27	11 36	12 27	1 36	2 27	3 36	4 27	---	6 27	7 36	8 36	10 36	12 36	---
41 Rushville	5 50	6 44	7 50	9 38	10 44	11 50	12 44	1 50	2 44	3 50	4 44	5 36	6 44	7 50	8 50	10 50	12 50	---
47 Griffin	5 58	6 59	7 58	9 59	10 59	11 58	12 59	1 58	2 59	3 58	4 59	---	7 00	7 58	8 58	10 58	12 58	---
48 Glenwood	6 01	7 03	8 01	9 07	11 03	12 01	1 03	2 01	3 03	4 01	5 07	---	7 03	8 01	9 01	11 01	1 01	---
53 Connorsville	6 18	7 22	8 18	9 25	10 00	11 22	12 18	1 22	2 18	3 22	4 18	5 25	6 00	7 22	8 18	9 18	11 18	1 18

CONNERSVILLE TO INDIANAPOLIS

STATIONS	AM	AM	*AM	AM	†AM	AM	*AM	AM	*PM	PM	*PM	PM	†PM	PM	*PM	PM	PM	PM
0 Connorsville	5 30	6 33	7 30	8 58	9 30	10 33	11 30	12 33	1 30	2 33	3 30	4 53	5 30	6 40	7 30	8 33	9 33	11 33
9 Glenwood	5 51	6 50	7 51	9 55	10 50	11 51	12 50	1 51	2 50	3 51	---	5 55	6 57	7 47	8 50	9 50	11 50	---
11 Griffin	5 58	6 53	7 58	9 58	10 53	11 58	12 53	1 58	2 53	3 58	---	5 58	7 00	7 50	8 53	9 53	11 53	---
17 Rushville	5 01	6 09	7 01	8 09	9 17	10 09	11 01	12 09	1 01	2 09	3 01	4 09	5 17	6 09	7 08	8 01	9 01	10 12
25 Arlington	5 15	6 27	7 15	8 27	9 15	10 27	11 15	12 27	1 15	2 27	3 15	4 27	5 15	6 27	7 22	8 15	9 15	10 15
29 Gwynnville	5 21	6 35	7 21	8 35	9 21	10 35	11 21	12 35	1 21	2 35	3 21	4 35	5 21	6 35	7 30	8 21	9 21	10 21
32 Morristown	5 24	6 39	7 24	8 39	9 24	10 39	11 24	12 39	1 24	2 39	3 24	4 39	5 24	6 39	7 33	8 24	9 24	10 24
36 Fountaintown	5 32	6 47	7 32	8 47	9 32	10 47	11 32	12 47	1 32	2 47	3 32	4 47	5 32	6 47	7 39	8 32	9 32	10 32
39 Reedville	5 35	6 52	7 35	8 52	9 35	10 52	11 35	12 52	1 35	2 52	3 35	4 52	5 35	6 52	7 42	8 35	9 35	10 35
42 New Palestine	5 41	6 58	7 41	9 04	9 41	10 58	11 41	12 58	1 41	2 58	3 41	5 04	5 41	6 58	7 48	8 41	9 41	10 41
46 Julietta	5 46	7 05	7 46	9 10	9 46	11 05	11 46	1 05	1 46	3 05	3 46	5 10	5 46	7 05	7 53	8 46	9 46	10 46
51 Hawthorne	5 54	7 15	7 54	9 17	9 54	11 15	11 54	1 15	1 54	3 15	3 54	5 17	5 54	7 15	8 01	8 54	9 54	10 54
54 Shelbyville Jc.	6 00	7 22	8 00	9 24	10 00	11 22	12 00	1 22	2 00	3 22	4 00	5 24	6 00	7 22	8 06	8 50	9 50	11 00
58 Indianapolis	6 28	7 47	8 28	9 49	10 28	11 47	12 28	1 47	2 28	3 47	4 28	5 49	6 28	7 47	8 29	9 28	10 28	11 28

†Connorsville Dispatch

*Limited Trains

Stop only where time is shown.

THE INDIANAPOLIS AND CINCINNATI TRACTION COMPANY.

INDIANAPOLIS TO GREENSBURG

STATIONS	AM	*AM	AM	*AM	AM	†AM	AM	*AM	PM	*PM	PM	*PM	PM	†PM	PM	*PM	PM	PM
0 Indianapolis	5 25	6 05	7 25	8 05	9 25	10 05	11 25	12 05	1 25	2 05	3 25	4 05	5 25	6 05	7 25	8 05	9 25	11 25
4 Connorsville Jc.	5 50	6 30	7 50	8 30	9 50	10 30	11 50	12 30	1 50	2 30	3 50	4 30	5 50	6 30	7 50	8 30	9 50	11 50
8 Five Points	5 54	6 35	7 54	8 35	9 54	10 35	11 54	12 35	1 54	2 35	3 54	4 35	5 54	6 35	7 54	8 35	9 54	11 54
10 New Bethel	5 59	6 41	7 59	8 41	9 59	10 41	11 59	12 41	1 59	2 41	3 59	4 41	6 03	6 41	7 59	8 39	9 59	11 59
14 Acton	6 06	6 51	8 06	8 51	9 51	10 51	11 51	12 51	2 06	2 51	4 06	4 51	6 12	6 51	8 06	10 06	12 06	---
18 London	6 11	7 00	8 11	9 00	9 51	11 00	12 11	1 00	2 11	3 00	4 11	5 00	---	7 00	8 11	10 11	12 11	---
22 Fairland	6 18	7 10	8 18	9 10	9 51	11 10	12 18	1 10	2 18	3 10	4 18	5 10	---	7 10	8 18	10 18	12 18	---
28 Shelbyville	5 26	6 31	7 26	8 31	9 26	10 26	11 26	12 31	1 26	2 31	3 26	4 31	5 26	6 22	7 26	8 31	10 31	12 31
34 Prescott	5 39	6 41	7 39	8 41	9 39	10 39	11 39	12 41	1 39	2 41	3 39	4 41	5 39	---	7 39	8 41	10 41	12 41
36 Waldron	5 43	6 44	7 43	8 44	9 43	10 43	11 43	12 44	1 43	2 44	3 43	4 44	5 43	---	7 43	8 43	10 44	12 44
39 St. Paul	5 52	6 48	7 52	8 48	9 52	10 52	11 52	12 48	1 52	2 48	3 52	4 48	5 52	---	7 52	8 48	10 48	12 48
44 Adams	6 02	6 56	8 02	8 56	10 02	11 02	12 02	12 56	2 02	2 56	4 02	4 56	6 02	---	8 02	8 56	10 56	12 56
49 Greensburg	6 17	7 07	8 17	9 07	10 17	11 07	12 17	1 07	2 17	3 07	4 17	5 07	6 17	7 07	8 17	9 07	10 17	11 07

GREENSBURG TO INDIANAPOLIS

STATIONS	AM	*AM	AM	*AM	AM	†AM	AM	*AM	PM	*PM	PM	*PM	PM	†PM	PM	*PM	PM	PM
0 Greensburg	5 35	6 30	7 35	8 30	9 30	10 30	11 35	12 30	1 35	2 30	3 50	4 30	5 35	6 30	7 35	8 30	9 35	11 35
5 Adams	5 44	6 45	7 44	8 45	9 44	10 44	11 44	12 45	1 44	2 45	---	4 45	5 44	6 44	7 44	8 39	9 44	11 44
10 St. Paul	5 50	6 56	7 50	8 56	9 50	10 50	11 50	12 56	1 50	2 56	---	4 56	5 50	6 56	7 50	8 45	9 50	11 50
16 Waldron	5 55	7 01	7 55	9 01	9 55	10 55	11 55	1 01	1 55	3 01	---	5 01	5 55	7 01	7 55	8 50	9 55	11 55
18 Prescott	5 58	7 05	7 58	9 05	9 58	10 58	11 58	1 05	1 58	3 05	---	5 05	5 58	7 05	7 58	8 53	9 58	11 58
21 Shelbyville	5 21	6 11	7 21	8 11	9 21	10 21	11 21	12 21	1 21	2 11	3 21	4 21	5 21	6 11	7 21	8 11	9 21	10 21
27 Fairland	5 35	6 24	7 35	8 24	9 35	10 35	11 35	12 24	1 35	2 24	3 35	---	5 35	6 24	7 35	8 24	9 35	10 24
32 London	5 43	6 32	7 43	8 32	9 43	10 43	11 43	12 32	1 43	2 32	3 43	---	5 44	6 32	7 43	8 32	9 43	10 32
35 Acton	5 50	6 37	7 50	8 37	9 50	10 50	11 50	12 37	1 50	2 37	3 50	---	5 53	6 40	7 50	8 37	9 50	10 37
39 New Bethel	6 01	6 44	8 01	8 44	10 01	11 01	12 44	2 01	2 44	4 01	---	6 05	6 27	7 44	8 01	8 44	9 50	10 44
42 Five Points	6 09	6 48	8 09	8 48	10 09	11 09	12 48	2 09	2 48	4 09	---	6 10	6 37	7 48	8 09	8 48	9 50	10 48
45 Connorsville Jc.	6 19	6 58	8 19	8 58	10 19	11 19	12 58	2 19	2 58	4 19	---	6 19	6 45	7 58	8 19	8 58	9 53	10 53
49 Indianapolis	6 44	7 18	8 44	9 18	10 44	11 18	12 44	1 18	2 44	3 18	4 44	5 18	6 44	7 10	7 18	8 44	9 18	11 18

†Greensburg Express

*Limited Trains

Stop only where time is shown, except that train leaving Greensburg at 5:35 AM will stop, daily except Sunday, at all stops west of Acton.

January 1910.

INDIANAPOLIS, CRAWFORDSVILLE & WESTERN TRACTION CO.

BEN HUR ROUTE

INDIANAPOLIS TO CRAWFORDSVILLE—WEST BOUND

Miles	STATIONS	*AM	AM	AM	†AM	AM	AM	†AM	M	PM	†PM	PM	PM	†PM	PM	PM	PM	PM
0	Indianapolis.....	5 00	6 00	7 00	8 15	9 00	10 00	11 15	12 00	1 00	2 15	3 00	4 00	5 15	6 00	7 00	8 00	11 30
8	Ind. Girls School.....	5 27	6 31	7 31	8 42	9 35	10 31	11 42	12 31	1 31	2 42	3 31	4 31	5 41	6 33	7 32	8 28	11 55
10	Clearmont.....	5 32	6 36	7 36	8 46	9 40	10 36	11 46	12 36	1 36	2 46	3 36	4 36	5 46	6 38	7 37	8 32	12 00
14	Brownsburg.....	5 41	6 45	7 45	8 54	9 48	10 45	11 54	12 45	1 45	2 54	3 45	4 45	5 52	6 47	7 47	8 41	12 08
18	Pittsboro.....	5 49	6 53	7 54	9 01	9 56	10 54	12 01	12 55	1 54	3 01	3 55	4 54	5 59	6 56	7 56	8 48	12 14
21	Raintown.....	5 53	6 57	7 58	9 04	10 00	10 58	12 04	1 00	1 58	3 04	4 00	4 58	5 53	7 00	8 00	9 52	12 17
23	Lizton.....	5 57	7 02	8 03	9 09	10 04	11 03	12 09	1 04	2 03	3 09	4 04	5 03	6 08	7 04	8 04	9 57	12 21
28	Jamestown.....	6 01	7 11	8 14	9 17	10 13	11 12	12 17	1 13	2 12	3 17	4 13	5 12	6 17	7 14	8 14	10 06	12 29
38	New Ross.....	6 11	7 21	8 26	9 29	10 22	11 21	12 25	1 22	2 21	3 25	4 22	5 21	6 25	7 24	8 23	10 14	12 37
39	Linnsburg.....	6 12	7 22	8 27	9 35	10 33	11 33	12 35	1 33	2 33	3 35	4 33	5 33	6 35	7 36	8 32	10 23	12 45
45	Crawfordsville.....	6 17	7 30	8 34	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 47	10 40	1 00

December 16, 1928.

INDIANAPOLIS AND SOUTHEASTERN RAILROAD COMPANY

Light Face denotes A. M.		CONNSVILLE DIVISION																Dark Face denotes P. M.	
Miles	EAST BOUND																		
0	Indianapolis.....	6 00	7 00	8 00	9 00	10 10	11 10	12 10	1 10	2 20	3 20	4 20	5 20	6 30	8 30	9 30	11 30		
4	Junction.....	6 22	7 22	8 22	9 22	10 32	11 32	12 32	1 32	2 42	3 42	4 42	5 42	6 52	8 52	9 52	11 49		
12	Julietta.....	6 32	7 32	8 32	9 32	10 43	11 43	12 43	1 43	2 53	3 53	4 53	5 53	7 03	9 03	10 03	11 58		
16	New Palestine.....	6 38	7 38	8 38	9 38	10 48	11 48	12 48	1 48	2 58	3 58	4 58	5 58	7 08	9 08	10 08	12 02		
20	Reedville.....	6 44	7 44	8 44	9 44	10 54	11 54	12 54	1 54	3 04	4 04	5 04	6 04	7 14	9 14	10 14	12 06		
22	Fountaintown.....	6 47	7 47	8 47	9 47	10 57	11 57	12 57	1 57	3 07	4 07	5 07	6 07	7 17	9 17	10 17	12 09		
27	Morristown.....	6 56	7 56	8 56	9 56	11 06	12 06	1 06	2 06	3 16	4 16	5 16	6 16	7 26	9 26	10 26	12 15		
29	Gwynnville.....	6 59	7 59	8 59	9 59	11 09	12 09	1 09	2 09	3 19	4 19	5 19	6 19	7 29	9 29	10 29	12 19		
33	Arlington.....	7 05	8 05	9 05	10 05	11 15	12 15	1 15	2 15	3 25	4 25	5 25	6 25	7 35	9 35	10 35	12 23		
41	Rushville.....	6 05	7 20	8 20	9 20	10 20	11 30	12 30	1 30	2 30	3 40	4 40	5 40	6 40	7 50	9 50	10 50	12 35	
47	Maury.....	6 14	7 29	8 29	9 29	10 29	11 40	12 40	1 40	2 40	3 50	4 50	5 50	6 50	8 00	10 00	11 00	12 45	
49	Glenwood.....	6 19	7 34	8 34	9 34	10 34	11 44	12 44	1 44	2 44	3 54	4 54	5 54	6 54	8 04	10 04	11 04	12 49	
58	Connersville.....	6 35	7 50	8 50	9 50	10 50	12 00	1 00	2 00	3 00	4 10	5 10	6 10	7 10	8 20	10 20	11 20	1 05	
Miles	WEST BOUND																		
0	Connersville.....	5 55	6 55	7 55	8 55	10 05	11 05	12 05	1 05	2 15	3 15	4 15	5 15	6 25	7 25	9 25	10 25	11 25	
9	Glenwood.....	6 11	7 11	8 11	9 11	10 21	11 21	12 21	1 21	2 31	3 31	4 31	5 31	6 41	7 41	9 41	10 41	11 41	
11	Maury.....	6 16	7 16	8 16	9 16	10 26	11 26	12 26	1 26	2 36	3 36	4 36	5 36	6 46	7 46	9 46	10 46	11 46	
17	Rushville.....	5 20	6 25	7 25	8 25	9 35	10 35	11 35	1 35	2 45	3 45	4 45	5 45	6 55	7 55	9 55	10 55	11 55	
25	Arlington.....	5 35	6 40	7 40	8 40	9 50	10 50	11 50	1 50	3 00	4 00	5 00	6 00	7 10	8 10	10 10	11 10		
29	Gwynnville.....	5 40	6 46	7 46	8 46	9 56	10 56	11 56	1 56	3 06	4 06	5 06	6 06	7 16	8 16	10 16	11 16		
32	Morristown.....	5 44	6 50	7 50	8 50	10 00	11 00	12 00	1 00	2 00	3 10	4 10	5 10	6 20	7 20	9 20	10 20	11 16	
36	Fountaintown.....	5 54	7 00	8 00	9 00	10 00	11 10	12 10	1 10	2 10	3 20	4 20	5 20	6 30	7 30	9 30	10 30	11 21	
39	Reedville.....	5 56	7 02	8 02	9 02	10 02	11 12	12 12	1 12	2 12	3 22	4 22	5 22	6 32	7 32	9 32	10 32	11 24	
42	New Palestine.....	6 01	7 07	8 07	9 07	10 07	11 17	12 17	1 17	2 17	3 27	4 27	5 27	6 37	7 37	9 37	10 37	11 28	
46	Julietta.....	6 06	7 12	8 12	9 12	10 12	11 22	12 22	1 22	2 22	3 32	4 32	5 32	6 42	7 42	9 42	10 42	11 32	
54	Junction.....	6 17	7 23	8 23	9 23	10 23	11 33	12 33	1 33	2 33	3 43	4 43	5 43	6 53	7 53	9 53	10 53	11 41	
58	Indianapolis.....	6 40	7 45	8 45	9 45	10 45	11 55	12 55	1 55	2 55	4 05	5 05	6 05	7 15	8 15	9 15	11 15	12 00	
GREENSBURG DIVISION																			
Miles	EAST BOUND																		
0	Indianapolis.....	5 15	6 55	8 15	9 15	10 15	10 45	11 15	12 15	12 45	1 15	2 00	3 15	4 15	4 30	5 15	5 35	6 15	7 15
4	Junction.....	5 34	7 13	8 34	9 34	10 34	11 04	11 34	12 34	1 04	1 34	2 16	3 34	4 34	4 46	5 34	5 51	6 34	7 34
8	Five Points.....	5 38	7 18	8 38	9 38	10 38	11 08	11 38	12 38	1 08	1 38	2 25	3 38	4 38	4 55	5 38	5 55	6 38	7 38
10	New Bethel.....	5 43	7 22	8 43	9 43	10 43	11 13	11 43	12 43	1 13	1 43	2 30	3 43	4 43	5 00	5 43	6 04	6 43	7 43
14	Swails Corner.....				9 29	10 29	11 29									6 09			
14	Acton.....	5 49	7 27	8 49	9 49	10 49	11 25	11 49	12 49		1 49	2 40	3 49	4 49		5 49	6 49	7 49	8 49
18	Pleasant View.....																6 13		
18	London.....	5 56	7 33	8 56	9 56	10 56		11 56	12 56		1 56		3 56	4 56		5 56	6 56	7 56	8 56
	London Road.....																6 17		
	Life Saving Sta.....																6 21		
	Fairland Road.....																6 26		
22	Fairland.....	6 03	7 40	9 03	10 03	11 03		12 03	1 03		2 03		4 03	5 03		6 03	7 03	8 03	9 03
	Moore's Corner.....															6 31			
28	Shelbyville.....	6 15	7 52	9 15	10 15	11 15		12 15	1 15		2 15		4 15	5 15		6 15	7 15	8 15	9 15
34	Prescott.....	6 25	8 02	9 25	10 25	11 25		12 25	1 25		2 25		4 25	5 25		6 25	7 25	8 25	9 25
36	Waldron.....	6 31	8 08	9 31	10 31	11 31		12 31	1 31		2 31		4 31	5 31		6 31	7 31	8 31	9 31
39	St. Paul.....	6 35	8 12	9 35	10 35	11 35		12 35	1 35		2 35		4 35	5 35		6 35	7 35	8 35	9 35
44	Adams.....	6 43	8 20	9 43	10 43	11 43		12 43	1 43		2 43		4 43	5 43		6 43	7 43	8 43	9 43
49	Greensburg Ar.....	6 53	8 30	9 53	10 53	11 53		12 53	1 53		2 53		4 53	5 53		6 53	7 53	8 53	9 53
58	Greensburg Lv.....	7 00			11 00						3 00		5 00			6 00			
65	New Point.....	7 20			11 20						3 20		5 20			6 20			
74	Batesville.....	7 30			11 30						3 30		5 30			6 30			
75	Summan.....	7 50			11 50						3 50		5 50			6 50			
88	Manchester.....	8 10			12 10						4 10		6 10			7 10			
93	Aurora.....	8 35			12 35						4 35		6 35			7 35			
97	Lawrenceburg.....	8 45			12 45						4 45		6 45			7 45			
124	Cincinnati CST (EST).....	10 00			12 00						6 00		8 00			9 00			
		11 00			1 00						7 00		9 00			10 00			
Miles	WEST BOUND																		
0	Cincinnati EST.....																		
27	Lawrenceburg.....																		
31	Aurora.....																		
41	Manchester.....																		
50	Summan.....																		
59	Batesville.....																		
66	New Point.....																		
75	Greensburg Ar.....																		
80	Greensburg Lv.....																		
85	Adams.....																		
88	St. Paul.....																		
91	Waldron.....																		
96	Prescott.....																		
102	Shelbyville.....																		
	Moore's Corner.....																		
	Fairland Road.....																		
	Life Saving Sta.....																		
107	London Road.....																		
110	London.....																		
	Pleasant View.....																		
114	Acton.....																		
	Swails Corner.....																		
117	New Bethel.....																		
120	Five Points.....																		
124	Junction.....																		
	Indianapolis.....																		

†—Motor Coach Service between Indianapolis and Shelbyville daily except Sunday and Holidays. *—Motor Coach Service between Cincinnati and Greensburg daily

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LIGHT FACE A. M. BLACK FACE P. M.

[illegible]

LOUISVILLE TO SEYMOUR AND INDIANAPOLIS—North Bound

[illegible]

The **6%**
Cumulative Preferred Shares
of the INTERSTATE is
a SAFE, TAX-FREE
INVESTMENT. Buy
them of any employee.

W Sleeper due in Louisville 7:05 A.M.

Dixie and Hoosier Flyers stop on flag at Azalia for Louisville, Kentucky, and Indianapolis passengers.

In order to avoid accidents and inconvenience to our patrons, they are requested to always notify the Conductor where they want to get off, especially in cities and towns, and particularly so if at a Railroad Crossing, and never attempt to go on or off a moving car.

TIME—The time herein is subject to change without notice, and is not guaranteed, nor does the Interstate Public Service Company hold itself responsible for omissions or errors in the time given herein.

2,000-Penny Coupon Books, \$17.50.

January 1910.

MARION, BLUFFTON AND EASTERN TRACTION COMPANY.

BLUFFTON TO MARION—WEST BOUND

		AM								PM					
Bluffton	Lv.	*5 00	6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	8 00	9 30	11 00	
Liberty Center	"	5 19	6 49	8 19	9 49	11 19	12 49	2 19	3 49	5 19	6 49	8 19	9 49	11 19	
Warren	"	5 38	7 08	8 38	10 08	11 38	1 08	2 38	4 08	5 38	7 08	8 38	10 08	11 38	
Van Buren	"	5 52	7 22	8 52	10 22	11 52	1 22	2 52	4 22	5 52	7 22	8 52	10 22	11 52	
Landessville	"	6 00	7 30	9 00	10 30	12 00	1 30	3 00	4 30	6 00	7 30	9 00	10 30	12 00	
Marion	Ar.	6 15	7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	7 45	9 15	10 45	12 15	

*Daily except Sunday. The 6:30 AM and 12:30 PM make connections with Marion Flyer at Marion for Indianapolis.

FREIGHT AND EXPRESS CAR.—Leaves Bluffton, 8:00 AM and 12:30 PM., leaves Marion, 10:00 AM and 3:00 PM daily except Sundays and holidays. Express service at freight rates. Special attention given to perishable goods.

SPECIAL CARS.—Special Cars can be chartered for theatre parties, excursions, fraternal societies and Sunday School picnics, from and to any point on the Marion, Bluffton & Eastern Traction Company's line, and to any point on the connecting lines.

CONNECTIONS WITH TRACTION COMPANIES

MARION TO KOKOMO

		AM										PM									
Kokomo	Lv.	4 30	5 00	6 30	7 40	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30
Marion	Ar.	4 45	5 15	6 45	7 55	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45

KOKOMO TO MARION

		AM										PM									
Marion	Lv.	6 30	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00
Kokomo	Ar.	6 20	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50

†Ex. Sunday. ‡To Swayzee only. The time of all trains given herein is subject to change without notice.

*Limited. †Marion Flyer. MARION TO ANDERSON—I. U. T. LINE

Marion	Lv.	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
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MARION TO BLUFFTON—EAST BOUND

		AM										PM										
Marion	Lv.	*5 00	6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	8 00	9 30	11 00
Landessville	"	5 15	6 45	8 15	9 45	11 15	12 45	2 15	3 45	5 15	6 45	8 15	9 45	11 15	12 45	2 15	3 45	5 15	6 45	8 15	9 45	11 15
Van Buren	"	5 24	6 54	8 24	9 54	11 24	12 54	2 24	3 54	5 24	6 54	8 24	9 54	11 24	12 54	2 24	3 54	5 24	6 54	8 24	9 54	11 24
Warren	"	5 38	7 08	8 38	10 08	11 38	1 08	2 38	4 08	5 38	7 08	8 38	10 08	11 38	1 08	2 38	4 08	5 38	7 08	8 38	10 08	11 38
Liberty Center	"	5 57	7 27	8 57	10 27	11 57	1 27	2 57	4 27	5 57	7 27	8 57	10 27	11 57	1 27	2 57	4 27	5 57	7 27	8 57	10 27	11 57
Bluffton	Ar.	6 15	7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	7 45	9 15	10 45	12 15

*Limited. MARION TO WABASH—I. U. T. LINE

Marion	Lv.	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25
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*Limited. BLUFFTON TO MUNCIE

		AM										PM									
Bluffton	Lv.	5 00	7 10	8 18	9 10	10 18	11 10	12 18	2 18	3 10	4 18	5 10	6 18	7 10	8 18	9 10	10 18	11 10	12 18	2 18	3 10
Muncie	Ar.	6 30	8 33	9 40	10 33	11 40	12 33	2 00	4 00	5 33	6 40	7 33	8 40	9 33	10 40	11 33	12 33	2 00	4 00	5 33	6 40

*Limited. FT. WAYNE AND BLUFFTON

		AM										PM									
Ft. Wayne	Lv.	6 10	8 10	10 10	12 10	2 10	4 10	6 10	8 10	10 10	12 10	2 10	4 10	6 10	8 10	10 10	12 10	2 10	4 10	6 10	8 10
Bluffton	Ar.	7 00	9 00	11 00	1 00	3 00	5 00	7 00	9 00	11 00	1 00	3 00	5 00	7 00	9 00	11 00	1 00	3 00	5 00	7 00	9 00
Ft. Wayne	Lv.	8 48	12 48	4 48	6 48	8 48	10 48	12 48	2 48	4 48	6 48	8 48	10 48	12 48	2 48	4 48	6 48	8 48	10 48	12 48	2 48
Bluffton	Ar.	9 40	1 40	5 40	7 40	9 40	11 40	1 40	3 40	5 40	7 40	9 40	11 40	1 40	3 40	5 40	7 40	9 40	11 40	1 40	3 40

January 1910.

LEBANON-THORNTOWN TRACTION COMPANY

Stations	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
Lebanon	Lv.	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30
Thornstown	Lv.	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45

Connecting for Thornton—
Last car leaves Indianapolis 9 PM. Last car leaves LaFayette
9 PM. Last car leaves Crawfordville 8:15 PM.

January 1910.

THE MUNCIE AND PORTLAND TRACTION COMPANY.

MUNCIE TO PORTLAND

Miles	STATIONS	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
0	Muncie	Lv.	5 40	7 20	8 40	10 00	11 20	12 40	2 00	3 20	4 40	6 00	7 20	8 40	10 00	11 20	12 40	2 00	3 20	4 40	6 00
7	DeSoto	"	5 59	7 38	8 58	10 18	11 38	12 58	2 18	3 38	4 58	6 18	7 38	8 58	10 18	11 38	12 58	2 18	3 38	4 58	6 18
12	Albany	"	6 08	7 47	9 07	10 27	11 47	1 07	2 27	3 47	5 07	6 27	7 47	9 07	10 27	11 47	1 07	2 27	3 47	5 07	6 27
17	Dunkirk	"	6 22	8 00	9 20	10 40	12 00	1 20	2 40	4 00	5 20	6 40	8 00	9 20	10 40	12 00	1 20	2 40	4 00	5 20	6 40
21	Redkey	"	6 31	8 10	9 30	10 50	12 10	1 30	2 50	4 10	5 30	6 50	8 10	9 30	10 50	12 10	1 30	2 50	4 10	5 30	6 50
25	Como	"	6 38	8 16	9 36	10 56	12 16	1 36	2 56	4 16	5 36	6 56	8 16	9 36	10 56	12 16	1 36	2 56	4 16	5 36	6 56
27	Blaine	"	6 39	8 19	9 39	10 59	12 19	1 39	2 59	4 19	5 39	6 59	8 19	9 39	10 59	12 19	1 39	2 59	4 19	5 39	6 59
30	Detamore	"	6 43	8 23	9 43	11 03	12 23	1 43	3 03	4 23	5 43	7 03	8 23	9 43	11 03	12 23	1 43	3 03	4 23	5 43	7 03
32	Portland	Ar.	6 50	8 30	9 50	11 10	12 30	1 50	3 10	4 30	5 50	7 10	8 30	9 50	11 10	12 30	1 50	3 10	4 30	5 50	7 10

PORTLAND TO MUNCIE

Miles	STATIONS	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
0	Portland	Lv.	6 00	7 20	8 40	10 00	11 20	12 40	2 00	3 20	4 40	6 00	7 20	8 40	10 00	11 20	12 40	2 00	3 20	4 40	6 00
7	Detamore	"	6 06	7 26	8 46	10 06	11 26	12 46	2 06	3 26	4 46	6 06	7 26	8 46	10 06	11 26	12 46	2 06	3 26	4 46	6 06
12	Albany	"	6 09	7 29	8 49	10 09	11 29	12 49	2 09	3 29	4 49	6 09	7 29	8 49	10 09	11 29	12 49	2 09	3 29	4 49	6 09
17	Dunkirk	"	6 14	7 34	8 54	10 14	11 34	12 54	2 14	3 34	4 54	6 14	7 34	8 54	10 14	11 34	12 54	2 14	3 34	4 54	6 14
21	Redkey	"	6 22	7 42	9 02	10 22	11 42	1 02	2 22	3 42	5 02	6 22	7 42	9 02	10 22	11 42	1 02	2 22	3 42	5 02	6 22
25	Como	"	6 31	7 51	9 11	10 31	11 51	1 11	2 31	3 51	5 11	6 31	7 51	9 11	10 31	11 51	1 11	2 31	3 51	5 11	6 31
27	Blaine	"	6 38	7 58	9 18	10 38	11 58	1 18	2 38	3 58	5 18	6 38	7 58	9 18	10 38	11 58	1 18	2 38	3 58	5 18	6 38
30	Detamore	"	6 43	8 03	9 23	10 43	12 03	1 23	2 43	4 03	5 23	6 43	8 03	9 23	10 43	12 03	1 23	2 43	4 03	5 23	6 43
32	Muncie	Ar.	6 51	8 11	9 31	10 51	12 11	1 31	2 51	4 11	5 31	6 51	8 11	9 31	10 51	12 11	1 31	2 51	4 11	5 31	6 51

Muncie & Portland Traction Co.

January 1910.

KOKOMO, MARION & WESTERN TRACTION COMPANY.

East Bound.

KOKOMO TO MARION

STATIONS	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Kokomo	4 30	5 00	6 30	7 40	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 15	9 30	11 00
Greentown	4 58	5 28	6 58	7 58	8 58	9 58	10 58	11 58	12 58	1 58	2 58	3 58	4 58	5 58	6 58	7 58	8 58	9 58	11 28
Sycamore	5 08	5 38	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	11 38	
Sims	5 15	5 45	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	11 45	
Swayzee	5 20	5 50	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	11 50	
Herbst		5 57	7 27	8 27	9 27	10 27	11 27	12 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27	11 55	
Roseburg		5 08	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38	8 38	9 38	12 00	
Marion	† ‡	6 20	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	12 10	

NORTHERN INDIANA RAILWAY, INC.
April 26, 1931.

Read Down

Daylight Saving Time

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			†	†WP	WZ	W	W	W	W	W	W	W	W	W	W	W	W	W	W
St. Joseph.....				5:45	7:20	8:35		10:35		12:35		2:35		4:35	5:35		7:35	9:20	
Scottsdale.....				5:59	7:35	8:52		10:52		12:52		2:52		4:51	5:51		7:51	9:36	
Berrien Springs.....				6:17	7:52	9:08		11:08		1:08		3:08		5:08	6:08		8:08	9:52	
Niles.....			5:50	6:56	8:16	9:28		11:28		1:28		3:28		5:28	6:28	7:30	8:28	10:15	11:30
Bertrand.....			6:08	7:10	8:26	9:36		11:36		1:36		3:36		5:36	6:36	7:39	8:36	10:24	11:39
South Bend.....			6:25	7:30	8:45	10:00		12:00		2:00		4:00		6:00	7:00	7:55	9:00	10:45	11:55
Michigan City.....			†	*	*	*		*		S		*		*	*	*	*	*	*
Waterford.....				5:50	7:30	9:30		11:30		12:20	1:30		3:30	4:20	5:30	6:30	7:40	9:20	11:00
LaPorte.....				6:05	7:44	9:44		11:44		12:35	1:44		3:44	4:35	5:44	6:44	7:54	9:34	11:16
Rolling Prairie.....				6:25	8:02	10:02		12:02		12:56	2:02		4:02	4:56	6:02	7:08	8:12	9:53	11:34
New Carlisle.....		†		6:42	8:18	10:18		12:18		2:18			4:18	5:12	6:18	7:23	8:28	10:11	11:51
Lydia.....		5:45		6:54	8:29	10:29		12:29		2:29			4:29	5:24	6:30	7:36	8:39	10:23	12:03
South Bend.....		5:58		7:05	8:38	10:38		12:38		2:38			4:38	5:35	6:38	7:45	8:48	10:31	12:12
Goshen.....		6:25		7:30	9:00	11:00		1:00		3:00			5:00	6:00	7:00	8:10	9:10	10:50	12:30
South Bend.....	†	*	*	*	*	*	*	*	*	*	*	O	*	*	*	*	*	*	*
Mishawaka.....	5:00	6:00	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	4:35	5:10	6:10	7:10	9:10	11:00	
Oceola.....	5:16	6:16	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:00	5:26	6:26	7:26	9:26	11:16	
Elkhart.....	5:26	6:26	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:20	5:36	6:36	7:36	9:36	11:26	
Dunlap.....	5:40	6:40	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:46	5:50	6:50	7:50	9:50	11:40	
Goshen.....	5:59	6:59	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06		6:06	7:06	8:06	10:06	11:56	
	6:15	7:15	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20		6:20	7:20	8:20	10:20	12:10	

Daylight Saving Time

Read Down

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			†	WT	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
Goshen.....				5:15	6:20	7:20	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30		4:30	5:30	6:30	7:30
Dunlap.....				5:29	6:33	7:33	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43		4:43	5:43	6:43	7:43
Elkhart.....		5:20		5:45	6:50	7:50	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		5:00	6:00	7:00	8:00
Oceola.....		5:40		5:58	7:05	8:05	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13		5:13	6:13	7:13	8:13
Mishawaka.....		5:55		6:11	7:19	8:19	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26		5:26	6:26	7:26	8:26
South Bend.....		6:15		6:30	7:38	8:38	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45		5:45	6:45	7:45	8:45
South Bend.....	†	*	*	*	*	*	*	*	*	*	*	*	*	O	*	*	*	*	*
Lydia.....	5:40			6:50	7:50		9:50		11:50		1:50		3:50	4:45	5:30	6:05	7:10	9:10	11:00
New Carlisle.....	5:57			7:10	8:06		10:06		12:06		2:06		4:06	5:05	5:48	6:20	7:26	9:26	11:16
Rolling Prairie.....	6:08			7:21	8:16		10:16		12:16		2:16		4:16	5:16	6:10	6:30	7:36	9:37	11:27
LaPorte.....	†	5:50		6:38	7:49	8:44		10:44		12:44	1:44	2:44	4:44	5:48		6:56	8:02	10:05	11:55
Waterford.....	6:05			6:57	8:09	9:02		11:02		1:02	2:05	3:02	5:02	6:09		7:15	8:21	10:23	12:13
Michigan City.....	6:25			7:15	8:25	9:20		11:20		1:20	2:20	3:20	5:20	6:25		7:30	8:40	10:40	12:30
South Bend.....	†	5:20		5:40	6:50		8:50		10:50		12:50		2:50	3:50	4:50	5:30	6:10	7:00	9:15
Bertrand.....	5:35			5:57	7:04		9:04		11:04		1:04		3:04	4:06	5:10	5:45	6:32	7:16	9:32
Niles.....	5:45			6:11	7:18		9:16		11:16		1:16		3:16	4:20	5:28	6:00	6:45	7:28	9:45
Berrien Springs.....				6:34	7:41		9:37		11:31		1:37		3:37	4:41	5:49		7:48	10:06	11:28
Scottsdale.....				6:50	7:59		9:53		11:53		1:53		3:53	4:57	6:05		8:05	10:22	
St. Joseph.....				7:10	8:20		10:15		12:15		2:15		4:15	5:20	6:25		8:25	10:40	

THE OHIO ELECTRIC RAILWAY CO.

LIMA-FORT WAYNE DIVISION—WEST BOUND

Miles	STATIONS	†AM	†AM	†AM	*AM	†AM	*AM	†AM	†PM	*PM	†PM	*PM	†PM	†PM	†PM	†PM
	Lima.....Lv.	---	---	6 05	8 15	9 05	10 15	11 05	1 05	2 15	3 05	4 15	5 05	6 15	8 05	11 00
	Elida.....	---	---	6 24	8 32	9 24	10 32	11 24	1 24	2 32	3 24	4 32	5 24	6 34	8 24	11 18
	Delphos.....	---	---	6 44	8 45	9 44	10 45	11 44	1 44	2 45	3 44	4 45	5 44	6 50	8 40	11 34
	Middlepoint.....	---	---	6 58	8 55	9 58	10 55	11 58	1 58	2 55	3 58	4 55	5 58	7 05	8 52	11 45
	Van Wert.....	---	---	6 22	7 22	9 10	10 22	11 10	12 22	2 22	3 10	4 22	5 10	6 22	7 24	9 12
	Convoy.....	---	---	6 37	7 37	9 27	10 39	11 27	12 39	2 39	3 27	4 39	5 27	6 39	7 40	9 30
	Dixon.....	---	---	6 45	7 45	---	10 50	---	12 50	2 50	---	4 50	---	6 50	---	9 40
	Monroeville.....	5 40	6 52	7 52	9 42	11 02	11 42	1 02	3 02	3 42	5 02	5 42	7 02	---	9 48	---
	New Haven.....	6 05	7 16	8 16	10 02	11 30	12 02	1 30	3 30	4 02	5 30	6 02	7 30	---	10 12	---
	Fort Wayne.....Ar.	6 30	7 40	8 40	10 25	11 55	12 25	1 55	3 55	4 25	5 55	6 25	7 55	---	10 40	---

EAST BOUND—ALL TRAINS DAILY

Miles	STATIONS	†AM	†AM	†AM	*AM	†AM	*AM	†AM	†PM	*PM	†PM	*PM	†PM	†PM	†PM	†PM
	Fort Wayne.....Lv.	---	6 05	---	8 20	9 05	10 20	11 05	1 05	2 20	3 05	4 20	5 05	6 05	8 05	11 00
	New Haven.....	---	6 26	---	8 40	9 30	10 40	11 30	1 30	2 40	3 30	4 40	5 30	6 30	8 28	11 22
	Monroeville.....	---	6 49	---	8 59	9 56	10 59	11 56	1 56	2 59	3 56	4 59	5 56	6 56	8 51	11 45
	Dixon.....	---	6 55	---	---	10 05	---	12 05	2 05	---	4 05	---	6 05	7 05	8 57	---
	Convoy.....	---	7 04	---	9 14	10 15	11 14	12 15	2 15	3 14	4 15	5 14	6 15	7 15	9 06	---
	Van Wert.....	6 00	7 19	8 33	9 30	10 38	11 30	12 38	2 38	3 30	4 38	5 30	6 38	7 38	9 25	---
	Middlepoint.....	6 16	7 36	9 01	9 45	11 01	11 45	1 01	3 01	3 45	5 01	5 45	7 01	---	9 45	---
	Delphos.....	6 28	7 46	9 14	9 56	11 14	11 56	1 14	3 14	3 56	5 14	5 56	7 14	---	10 00	---
	Elida.....	6 45	8 05	9 35	10 10	11 35	12 10	1 35	3 35	4 10	5 35	6 10	7 35	---	10 17	---
	Lima.....Ar.	7 05	8 30	9 55	10 25	11 55	12 25	1 55	3 55	4 25	5 55	6 25	7 55	---	10 40	---

* Limited Trains. † Local Trains. Locals make all stops on signal.

The Ohio Electric Railway Co.

SAINT JOSEPH VALLEY TRACTION COMPANY

Elkhart-Bristol Passenger Service

Effective August 3, 1912

		am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Elkhart	0.0	*6:30	x*8:30	*10:00	x*11:30	*1:00	*2:30	*3:30	x*5:00	*6:00	*7:00	*9:00	*11:00
Mitchell	4.3	6:43	8:43	10:13	11:43	1:13	2:43	3:43	5:13	6:13	7:13	9:13	11:13
Bristol	9.0	6:55	8:55	10:25	11:55	1:25	2:55	3:55	5:25	6:25	7:25	9:25	11:25
		am	am	am	am	m	pm	pm	pm	pm	pm	pm	pm
Bristol	0.0	*6:00	*7:30	*9:00	*10:30	*12:00	*1:30	*3:00	*4:00	*5:30	*6:30	*7:30	*10:00
Mitchell	4.7	6:12	7:42	9:12	10:42	12:12	1:42	3:12	4:12	5:42	6:42	7:42	10:12
Elkhart	9.0	6:25	x7:55	9:25	x10:55	12:25	1:55	3:25	x4:25	5:55	6:55	x7:55	10:25

* Daily.

x This train goes to Marion Street.

December 1917



TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.

Wells Fargo Exp.

R. I. Todd, Pres. and Gen. Mgr.

G. K. JEFFRIES Gen. Supt.

J. H. CRALL, G. P. & F. A.

EASTERN DIVISION

Read Down

BETWEEN INDIANAPOLIS AND RICHMOND

Read Up

General Offices—Indianapolis, Ind.

Limited Trains												Limited Trains											
7 20	5 20	3 20	D 1 00	11 20	9 00	7 20	Lv	xIndianapolis	Ar	10 15	D 12 00	2 15	4 00	6 10	8 10	10 15							
8 15	6 15	4 15	1 51	12 15	9 51	8 15		xGreenfield		9 22	11 07	1 22	3 07	5 20	7 20	9 17							
8 37	6 37	4 37	2 13	12 37	10 13	8 37		xKnightstown		8 57	10 47	12 57	4 57	6 57	8 56								
8 48	6 48	4 48	2 23	12 48	10 23	8 48	Ar	xDunreth	Lv	8 48	10 38	12 48	2 38	4 48	6 48	8 48							
8 55	6 55	4 55	3 35	12 55	11 35	8 55	Lv	xDunreth	Ar	8 35	9 50	12 35	1 50	4 40	6 35	8 40							
9 00	7 00	5 00	3 40	1 00	11 40	9 00		xSpiceland		8 28	9 53	12 28	1 43	4 32	6 27	8 33							
9 20	7 20	5 20	4 00	1 20	12 00	9 20		xNew Castle		8 10	9 25	12 10	1 25	4 10	6 05	8 15							
8 57	6 58	4 58		12 58		8 58		xLewisville		8 37		12 37		4 37	6 37	8 37							
9 19	7 21	5 21	2 51	1 21	10 51	9 21		xCambridge City		8 15	10 09	12 15	2 09	4 15	6 15	8 15							
9 37	7 37	5 37		1 37		9 37		xCenterville		7 56		11 56		3 56	5 56	7 56							
9 55	7 55	5 55	3 25	1 55	11 25	9 55		xRichmond		7 40	9 40	11 40	1 40	3 40	5 40	7 40							
			6 05					Dayton			8 00		12 00										
					3 35		Ar	Columbus					9 10										
					6 55			Zanesville	Lv				c 7 10										

† This train makes all local stops between Greenfield and Indianapolis.

c The Columbian.

D Dayton Limited.

Local Trains												Local Trains																								
1130	9 00	8 00	6 00	4 58	4 00	2 00	1200	10 00	8 00	6 00		Mil	STATIONS												Local Trains											
28	10 05	9 06	7 06	6 08	5 06	4 30	3 07	1 06	11 07	9 06	7 06		21	Lv	xIndianapolis	Ar	8 30	6 20	7 40	9 30	11 30	1 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30					
	10 35		7 40		5 40	4 57	3 40	1 40	11 41	9 40	7 40		21		xGreenfield		7 25	5 15	6 25	8 15	10 15	12 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15					
	10 46		7 55		5 55	4 57	3 40	1 40	11 41	9 40	7 40		34	Ar	xKnightstown		6 53			7 45	9 45	11 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45					
						3 55	1 40	11 55	9 55	7 55			39	Ar	xDunreth	Lv	6 43			7 33	9 33	11 33	1 33	2 33	3 33	4 33	5 33	6 33	7 33	8 33	9 33					
	10 47				5 10		2 25	10 00	7 35	5 48			39	Lv	xDunreth	Ar	6 42			7 25		11 25		3 25		6 15		10 20		11 40						
	10 52				5 15		2 30	10 05	7 40	5 54					xSpiceland		6 37			7 18		11 18		3 18		6 09		10 13		11 33						
	11 10				5 35		2 50	10 25	8 00	6 19			50	Ar	xNew Castle	Lv	6 20			7 00		11 00		3 00		5 45		9 55		11 15						
	10 56		8 03		6 03	4 03	2 03	12 03	10 03	8 03	6 40		44	Lv	xLewisville	Ar	7 22			9 22	11 24	1 22	3 24	5 22	7 22	9 22	11 24	1 11	05							
	11 21		8 34		6 34	4 34	2 34	12 34	10 34	8 34	7 05	5 10	53		xCambridge City		6 55			8 55	11 00	10 55	3 00	4 55	6 55	8 55	10 55	11 00	05		1155					
	11 42		8 57		6 57	4 57	2 57	12 57	10 57	8 57	7 24	5 29	63		xCenterville		6 34			8 34	10 10	12 14	2 34	4 34	6 34	8 34	10 10	12 14	05		1138					
	12 00		9 20		7 20	5 20	3 20	1 20	11 20	9 20	7 45	5 50	69	Ar	xRichmond	Lv	6 10			8 10	10 10	12 10	2 10	4 10	6 10	8 10	10 10	12 10	05		1110					

NORTHWESTERN DIVISION

Read Down

BETWEEN INDIANAPOLIS AND LAFAYETTE

Read Up

Limited Trains												Limited Trains																					
	7 15	5 15		2 15		11 15	8 15	Lv	xIndianapolis	Ar		9 55	1 25	4 25		7 25	10 40																
	7 50	6 50		2 50		11 50	8 50		xZionsville			9 21	12 51	3 51		6 51	10 08																
	8 01	6 01		3 01		12 01	9 00	Ar	xWhitestown			9 12	12 41	3 41		6 41	10 00																
	8 17	6 17		3 17		12 17	9 17	Ar	xLebanon	Lv		8 57	12 26	3 26		6 26	9 47																
	9 30			3 30			9 30	Lv	xLebanon	Ar			11 20	3 15		5 20																	
	10 20			4 20			10 20	Ar	xCrawfordsville	Lv			10 30	2 25		4 30																	
	8 47	6 49		3 49		12 49	9 49		xFrankfort			8 25	11 55	2 55		5 55	9 19																
	9 12	7 06		4 06		1 06	10 06		xMulberry			8 21	11 33	2 33		5 33	8 59																
	9 21	7 13		4 13		1 13	10 13		xDayton			8 52	11 23	2 23		5 23	8 51																
	9 45	7 35		4 35		1 35	10 35	Ar	xLafayette	Lv		7 30	11 00	2 00		6 00	8 30																
Local Trains												Local Trains																					
11 30	9 00	6 00	4 00	3 00	1 00	12 00	10 00	9 00	7 00	6 00	5 00	0	Lv	xIndianapolis	Ar	6 35	7 35	8 35	9 35	10 35	11 35	12 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	
12 12	9 45	6 45	4 45	3 45	1 45	12 45	10 45	9 45	7 45	6 45	5 45	15		xZionsville		5 52	6 52	7 52	8 52	9 52	10 52	11 52	12 52	1 52	2 52	3 52	4 52	5 52	6 52	7 52	8 52	9 52	
12 23	10 06	7 05	5 03	4 03	2 03	1 03	11 03	10 03	8 03	7 03	6 03	21		xWhitestown		5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40	
12 39	10 20	7 25	5 25	4 25	2 25	1 25	11 25	10 25	8 25	7 25	6 25	25	28	Ar	xLebanon	Lv	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25
	11 30	7 30	5 30			1 30	11 30		7 30			28	Lv	xLebanon	Ar		7 10	8 10	9 10						1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10
	12 20	8 20	6 20			2 20	12 20		8 20			52	Ar	xCrawfordsville	Lv		6 20	7 20	8 25						1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20
1 08	11 00	8 10	6 10	5 10	3 10	2 10	12 10	11 10	9 10	8 10	7 10	6 10	45	Lv	xFrankfort	Ar	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
	11 22		6 36	5 36	3 36	2 36	12 36	11 36	9 36	8 36	7 36	6 36	55		xMulberry		7 02	8 02	9 02	10 03	11 03	12 02	1 03	2 03	3 03	4 03	5 03	6 02	7 02	8 02	9 02	10 02	
	11 31		6 47	5 47	3 47	2 47	12 47	11 47	9 47	8 47	7 47	6 47	60		xDayton		6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	
	11 50		7 16	6 16	4 16	3 16	1 15	12 16	10 15	9 15	8 15	7 00	68	Ar	xLafayette	Lv	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	

TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.—Concluded
CRAWFORDSVILLE DIVISION

BETWEEN INDIANAPOLIS AND CRAWFORDSVILLE

L Limited.										West Bound										East Bound										L Limited.																																						
11	30	9	06	8	00	7	00	6	00	5	15	03	00	2	15	00	12	00	11	15	10	00	9	00	8	15	6	00	00	0	LvxInd'napolls Ar	6	35	7	45	8	45	9	57	10	45	11	45	12	35	1	45	2	45	3	35	4	45	5	45	6	35	7	45	8	45	10	35	12	30			
11	51	9	22	8	25	7	25	6	25	5	38	25	2	26	38	1	25	12	26	11	38	10	25	9	27	8	38	7	14	6	5	xSpeedway	6	15	7	25	8	25	9	37	10	25	11	25	12	15	1	25	2	25	3	15	4	25	5	25	6	15	7	25	8	25	10	15	12	08		
12	00	9	32	8	37	7	36	6	35	5	46	3	3	2	46	1	36	12	38	11	46	10	36	9	40	8	46	7	27	6	4	10	xClermont	6	07	7	18	8	15	9	30	10	15	11	15	12	03	1	15	2	15	3	08	4	15	5	15	6	08	7	15	8	15	10	06	12	00	
12	08	9	41	8	47	7	45	6	45	5	54	4	5	4	5	4	5	12	46	11	54	10	45	9	47	8	54	7	37	6	5	14	x Brownsburg	5	59	7	00	8	05	9	23	10	05	11	05	12	00	1	05	2	05	3	00	4	05	5	05	6	00	7	05	8	05	9	58	11	52	
12	13	9	48	8	48	7	53	6	53	5	61	4	5	3	5	3	1	53	12	53	11	53	10	53	9	53	8	51	7	46	6	5	18	xPittsboro	5	53	6	59	7	57	8	17	9	57	10	57	11	54	12	51	1	54	2	51	3	54	4	51	5	54	6	57	7	57	9	52	11	47
12	19	9	57	8	57	7	02	6	02	5	10	4	2	2	0	2	1	10	12	09	11	02	10	02	9	02	8	09	7	58	6	7	23	xLizton	5	45	6	43	7	48	8	10	9	48	10	48	11	46	12	48	1	48	2	46	3	48	4	48	5	46	6	48	7	48	9	44	11	40
12	25	10	05	9	05	8	11	7	11	6	16	5	1	1	1	1	1	11	12	16	11	11	10	11	11	10	11	9	16	8	7	28	xJamestown	5	37	6	34	7	39	8	01	9	40	10	39	11	38	12	40	1	39	2	38	3	40	4	39	5	38	6	40	7	39	9	36	11	32	
12	33	10	14	9	14	8	21	7	21	6	24	5	2	2	2	2	2	12	24	11	21	10	21	9	24	8	17	7	23	6	3	33	xNew Ross	5	28	6	24	7	29	8	52	9	31	10	29	11	29	12	31	1	29	2	29	3	31	4	29	5	29	6	31	7	29	9	27	11	24	
12	41	10	23	9	23	8	32	7	32	6	34	5	3	3	3	3	3	12	34	11	32	10	32	9	34	8	28	7	32	6	4	39	xLinnburg	5	18	6	17	7	18	8	43	9	19	10	18	11	20	12	19	1	18	2	20	3	19	4	18	5	20	6	19	7	18	9	18	11	16	
1	00	10	40	9	40	8	50	7	50	6	50	5	6	0	0	0	0	10	12	50	11	50	10	50	9	50	8	50	7	50	6	4	45	xCrawfordsville	5	00	6	00	7	00	8	30	9	00	10	00	11	05	12	00	1	00	2	05	3	00	4	00	5	05	6	00	7	00	9	00	11	00

MARTINSVILLE DIVISION

BETWEEN INDIANAPOLIS AND MARTINSVILLE

Mill STATIONS																																																																				
11	30	9	50	8	15	6	50	5	50	4	50	3	50	2	50	1	50	11	50	10	50	9	50	8	50	7	50	6	50	5	50	0	LvxInd'napolls Ar	6	38	7	45	8	45	9	40	10	45	11	45	12	45	1	45	2	40	3	45	4	45	5	45	6	45	7	45	8	45	10	20	11	03	
12	09	10	30	9	04	7	39	6	39	5	39	4	39	3	39	2	39	11	39	10	39	9	39	8	39	7	39	6	39	5	39	4	17	xMooreville	5	42	6	55	7	55	8	01	9	55	10	55	11	55	12	55	1	55	2	50	3	55	4	55	5	55	6	55	7	55	9	55	10	21
12	19	10	39	9	18	7	52	6	52	5	52	4	52	3	52	2	52	11	52	10	52	9	52	8	52	7	52	6	52	5	52	4	22	xBrooklyn	5	42	6	42	7	42	8	01	9	42	10	42	11	42	12	42	1	42	2	42	3	42	4	42	5	42	6	42	7	42	9	42	10	22
12	35	10	49	9	40	8	13	7	13	6	13	5	13	4	13	3	13	11	13	10	13	9	13	8	13	7	13	6	13	5	13	4	31	ArxMartinsville	6	20	7	20	8	35	9	20	10	20	11	20	12	20	1	20	2	35	3	20	4	20	5	20	6	20	7	20	9	20	10	20	9	50

DANVILLE DIVISION

BETWEEN INDIANAPOLIS AND DANVILLE

West Bound															Mil		STATIONS		East Bound														
11 30	8 00	6 10	5 00	4 00	3 00	1 00	11 00	9 00	8 00	7 00	5 40	4 45	0	0	Lv	x Indianapolis	Ar	6 35	7 35	8 55	9 55	10 55	12 55	2 55	4 55	5 55	6 55	7 55	11 05	1 07			
12 06	8 40	6 48	5 40	4 40	3 40	1 40	11 40	9 40	8 40	7 40	6 20	5 25	13	13	x	Avon		6 54	6 55	8 15	9 15	10 15	12 15	2 15	4 15	5 15	6 15	7 19	10 25	1 34			
12 21	8 56	7 02	5 56	4 56	3 56	1 56	11 56	9 56	8 56	7 56	6 35	5 35	20	20	x	Danville		5 36	6 40	8 00	9 00	10 00	12 00	2 00	4 00	5 00	6 00	7 05	10 10	1 22			

TERRE HAUTE DIVISION

BETWEEN TERRE HAUTE AND SULLIVAN

South Bound															North Bound															
															STATIONS															
11 00	9 00	7 30	6 00	5 00	3 30	2 00	12 30	11 20	10 00	8 40	7 00	5 00	3 40	0	Terre Haute.	6 45	8 00	9 50	11 10	11 50	1 50	3 03	4 25	5 00	6 00	7 20	8 10	9 40	11 00	1 00
11 22	9 22	7 57	6 22	5 27	3 52	2 22	12 52	11 45	10 20	9 02	7 25	5 14	4 30	8	Youngstown.	6 19	7 38	9 28	10 45	11 30	1 25	2 38	4 00	5 36	6 57	7 50	9 14	10 38	12 38	
11 31	9 31	8 05	6 31	5 35	4 01	2 31	1 01	11 54	10 25	9 11	7 34	5 59	4 55	11	Pimento.	6 09	7 25	9 19	10 37	11 24	1 17	2 28	3 52	4 28	5 48	7 44	9 06	10 29	12 29	
11 38	9 38	8 12	6 38	5 42	4 09	2 39	1 09	12 01	10 29	9 19	7 42	6 08	5 01	15	Farmersburg.	5 59	7 18	9 11	10 29	11 19	1 09	2 20	3 44	4 19	5 39	7 39	9 00	10 23	12 23	
11 46	9 46	8 24	6 53	5 54	4 23	2 53	1 23	12 15	10 39	9 33	7 55	6 24	5 14	20	xShelburn.	5 46	7 05	8 57	10 15	11 00	12 40	2 06	3 31	4 05	5 26	7 31	8 53	10 15	12 15	
11 57	9 57	8 40	7 10	6 08	4 40	3 10	1 40	12 30	10 50	9 50	8 10	6 40	5 28	26	xSullivan.	5 30	6 50	8 40	10 00	11 11	12 54	2 10	3 35	4 05	5 26	7 30	8 50	10 10	12 00	

Subject to change without notice

Subject to change without notice

December 1917.

C. H. ALLEN, Real Estate and Tax Agent.
L. A. MITCHELL, Engineer Maintenance of Way.
F. D. NORVIEL, Gen. Pass. and Frt. Agt.
M. E. GRASTON, D. P. and F. Agt., Indianapolis.
C. O. BALFOUR, Freight Claim Agent, Indianapolis.

*Through car to Alexandria via Tipton, Daily except Sunday.

December 1917.

UNION TRACTION COMPANY OF INDIANA—Concluded
KOKOMO AND PERU

North Bound—Read Down

South Bound—Read Up

STATIONS														
7 00	5 00	3 00	1 00	11 00	9 00	7 00	5 00	3 00	1 00	11 00	9 00	7 00	5 00	3 00
9 13	7 13	5 13	3 13	1 13	12 05	11 05	9 05	7 05	5 05	3 05	1 05	12 05	11 05	9 05
9 26	7 26	5 26	3 26	1 26	12 22	11 22	9 22	7 22	5 22	3 22	1 22	12 22	11 22	9 22
9 39	7 39	5 39	3 39	1 39	12 39	11 39	9 39	7 39	5 39	3 39	1 39	12 39	11 39	9 39
9 52	7 52	5 52	3 52	1 52	12 56	11 56	9 56	7 56	5 56	3 56	1 56	12 56	11 56	9 56
10 05	8 05	6 05	4 05	2 05	1 00	11 00	9 00	7 00	5 00	3 00	1 00	11 00	9 00	7 00
10 18	8 18	6 18	4 18	2 18	1 17	11 17	9 17	7 17	5 17	3 17	1 17	11 17	9 17	7 17
10 31	8 31	6 31	4 31	2 31	1 24	11 24	9 24	7 24	5 24	3 24	1 24	11 24	9 24	7 24
10 44	8 44	6 44	4 44	2 44	1 31	11 31	9 31	7 31	5 31	3 31	1 31	11 31	9 31	7 31
10 57	8 57	6 57	4 57	2 57	1 38	11 38	9 38	7 38	5 38	3 38	1 38	11 38	9 38	7 38
11 10	9 10	7 10	5 10	3 10	1 45	11 45	9 45	7 45	5 45	3 45	1 45	11 45	9 45	7 45
11 23	9 23	7 23	5 23	3 23	1 52	11 52	9 52	7 52	5 52	3 52	1 52	11 52	9 52	7 52
11 36	9 36	7 36	5 36	3 36	2 00	12 00	10 00	8 00	6 00	4 00	2 00	12 00	10 00	8 00
11 49	9 49	7 49	5 49	3 49	2 07	12 07	10 07	8 07	6 07	4 07	2 07	12 07	10 07	8 07
12 02	10 02	8 02	6 02	4 02	2 14	12 14	10 14	8 14	6 14	4 14	2 14	12 14	10 14	8 14
12 15	10 15	8 15	6 15	4 15	2 21	12 21	10 21	8 21	6 21	4 21	2 21	12 21	10 21	8 21
12 28	10 28	8 28	6 28	4 28	2 28	12 28	10 28	8 28	6 28	4 28	2 28	12 28	10 28	8 28
12 41	10 41	8 41	6 41	4 41	2 35	12 35	10 35	8 35	6 35	4 35	2 35	12 35	10 35	8 35
12 54	10 54	8 54	6 54	4 54	2 42	12 42	10 42	8 42	6 42	4 42	2 42	12 42	10 42	8 42
1 07	11 07	9 07	7 07	5 07	2 49	12 49	10 49	8 49	6 49	4 49	2 49	12 49	10 49	8 49
1 20	11 20	9 20	7 20	5 20	2 56	12 56	10 56	8 56	6 56	4 56	2 56	12 56	10 56	8 56
1 33	11 33	9 33	7 33	5 33	3 03	1 03	11 03	9 03	7 03	5 03	3 03	1 03	11 03	9 03
1 46	11 46	9 46	7 46	5 46	3 10	1 10	11 10	9 10	7 10	5 10	3 10	1 10	11 10	9 10
1 59	11 59	9 59	7 59	5 59	3 17	1 17	11 17	9 17	7 17	5 17	3 17	1 17	11 17	9 17
2 12	12 12	10 12	8 12	6 12	3 24	1 24	11 24	9 24	7 24	5 24	3 24	1 24	11 24	9 24
2 25	12 25	10 25	8 25	6 25	3 31	1 31	11 31	9 31	7 31	5 31	3 31	1 31	11 31	9 31
2 38	12 38	10 38	8 38	6 38	3 38	1 38	11 38	9 38	7 38	5 38	3 38	1 38	11 38	9 38
2 51	12 51	10 51	8 51	6 51	3 45	1 45	11 45	9 45	7 45	5 45	3 45	1 45	11 45	9 45
3 04	1 04	11 04	9 04	7 04	3 52	1 52	11 52	9 52	7 52	5 52	3 52	1 52	11 52	9 52
3 17	1 17	11 17	9 17	7 17	3 59	1 59	11 59	9 59	7 59	5 59	3 59	1 59	11 59	9 59
3 30	1 30	11 30	9 30	7 30	4 06	2 06	12 06	10 06	8 06	6 06	4 06	2 06	12 06	10 06
3 43	1 43	11 43	9 43	7 43	4 13	2 13	12 13	10 13	8 13	6 13	4 13	2 13	12 13	10 13
3 56	1 56	11 56	9 56	7 56	4 20	2 20	12 20	10 20	8 20	6 20	4 20	2 20	12 20	10 20
4 09	2 09	12 09	10 09	8 09	4 27	2 27	12 27	10 27	8 27	6 27	4 27	2 27	12 27	10 27
4 22	2 22	12 22	10 22	8 22	4 34	2 34	12 34	10 34	8 34	6 34	4 34	2 34	12 34	10 34
4 35	2 35	12 35	10 35	8 35	4 41	2 41	12 41	10 41	8 41	6 41	4 41	2 41	12 41	10 41
4 48	2 48	12 48	10 48	8 48	4 48	2 48	12 48	10 48	8 48	6 48	4 48	2 48	12 48	10 48
4 61	2 61	12 61	10 61	8 61	4 55	2 55	12 55	10 55	8 55	6 55	4 55	2 55	12 55	10 55
4 74	2 74	12 74	10 74	8 74	5 02	3 02	1 02	11 02	9 02	7 02	5 02	3 02	1 02	11 02
4 87	2 87	12 87	10 87	8 87	5 09	3 09	1 09	11 09	9 09	7 09	5 09	3 09	1 09	11 09
5 00	3 00	1 00	11 00	9 00	5 16	3 16	1 16	11 16	9 16	7 16	5 16	3 16	1 16	11 16
5 13	3 13	1 13	11 13	9 13	5 23	3 23	1 23	11 23	9 23	7 23	5 23	3 23	1 23	11 23
5 26	3 26	1 26	11 26	9 26	5 30	3 30	1 30	11 30	9 30	7 30	5 30	3 30	1 30	11 30
5 39	3 39	1 39	11 39	9 39	5 37	3 37	1 37	11 37	9 37	7 37	5 37	3 37	1 37	11 37
5 52	3 52	1 52	11 52	9 52	5 44	3 44	1 44	11 44	9 44	7 44	5 44	3 44	1 44	11 44
6 05	4 05	2 05	12 05	10 05	5 51	3 51	1 51	11 51	9 51	7 51	5 51	3 51	1 51	11 51
6 18	4 18	2 18	12 18	10 18	5 58	3 58	1 58	11 58	9 58	7 58	5 58	3 58	1 58	11 58
6 31	4 31	2 31	12 31	10 31	6 05	4 05	2 05	12 05	10 05	8 05	6 05	4 05	2 05	12 05
6 44	4 44	2 44	12 44	10 44	6 12	4 12	2 12	12 12	10 12	8 12	6 12	4 12	2 12	12 12
6 57	4 57	2 57	12 57	10 57	6 19	4 19	2 19	12 19	10 19	8 19	6 19	4 19	2 19	12 19
7 10	5 10	3 10	1 10	11 10	6 26	4 26	2 26	12 26	10 26	8 26	6 26	4 26	2 26	12 26
7 23	5 23	3 23	1 23	11 23	6 33	4 33	2 33	12 33	10 33	8 33	6 33	4 33	2 33	12 33
7 36	5 36	3 36	1 36	11 36	6 40	4 40	2 40	12 40	10 40	8 40	6 40	4 40	2 40	12 40
7 49	5 49	3 49	1 49	11 49	6 47	4 47	2 47	12 47	10 47	8 47	6 47	4 47	2 47	12 47
8 02	6 02	4 02	2 02	12 02	6 54	4 54	2 54	12 54	10 54	8 54	6 54	4 54	2 54	12 54
8 15	6 15	4 15	2 15	12 15	7 01	5 01	3 01	1 01	11 01	9 01	7 01	5 01	3 01	1 01
8 28	6 28	4 28	2 28	12 28	7 08	5 08	3 08	1 08	11 08	9 08	7 08	5 08	3 08	1 08
8 41	6 41	4 41	2 41	12 41	7 15	5 15	3 15	1 15	11 15	9 15	7 15	5 15	3 15	1 15
8 54	6 54	4 54	2 54	12 54	7 22	5 22	3 22	1 22	12 22	10 22	8 22	6 22	4 22	2 22
9 07	7 07	5 07	3 07	1 07	7 29	5 29	3 29	1 29	11 29	9 29	7 29	5 29	3 29	1 29
9 20	7 20	5 20	3 20	1 20	7 36	5 36	3 36	1 36	11 36	9 36	7 36	5 36	3 36	1 36
9 33	7 33	5 33	3 33	1 33	7 43	5 43	3 43	1 43	11 43	9 43	7 43	5 43	3 43	1 43
9 46	7 46	5 46	3 46	1 46	7 50	5 50	3 50	1 50	11 50	9 50	7 50	5 50	3 50	1 50
9 59	7 59	5 59	3 59	1 59	7 57	5 57	3 57	1 57	11 57	9 57	7 57	5 57	3 57	1 57
10 12	8 12	6 12	4 12	2 12	8 04	6 04	4 04	2 04	12 04	10 04	8 04	6 04	4 04	2 04
10 25	8 25	6 25	4 25	2 25	8 11	6 11	4 11	2 11	12 11	10 11	8 11	6 11	4 11	2 11
10 38	8 38	6 38	4 38	2 38	8 18	6 18	4 18	2 18	12 18	10 18	8 18	6 18	4 18	2 18
10 51	8 51	6 51	4 51	2 51	8 25	6 25	4 25	2 25	12 25	10 25	8 25	6 25	4 25	2 25
11 04	9 04	7 04	5 04	3 04	8 32	6 32	4 32	2 32	12 32	10 32	8 32	6 32	4 32	2 32
11 17	9 17	7 17	5 17	3 17	8 39	6 39	4 39	2 39	12 39	10 39	8 39	6 39	4 39	2 39
11 30	9 30	7 30	5 30	3 30	8 46	6 46	4 46	2 46	12 46	10 46	8 46	6 46	4 46	2 46
11 43	9 43	7 43	5 43	3 43	8 53	6 53	4 53	2 53	12 53	10 53	8 53	6 53	4 53	2 53
11 56	9 56	7 56	5 56	3 56	9 00	7 00	5 00	3 00	1 00	11 00	9 00	7 00	5 00	3 00
12 09	10 09	8 09	6 09	4 09	9 07	7 07	5 07	3 07	1 07	11 07	9 07	7 07	5 07	3 07
12 22	10 22	8 22	6 22	4 22	9 14	7 14	5 14	3 14	1 14	11 14	9 14	7 14	5 14	3 14
12 35	10 35	8 35	6 35	4 35	9 21	7 21	5 21	3 21	1 21	11 21	9 21	7 21	5 21	3 21
12 48	10 48	8 48	6 48	4 48	9 28	7 28	5 28	3 28	1 28	11 28	9 28	7 28	5 28	3 28
1 01	11 01	9 01	7 01	5 01	9 35	7 35	5 35	3 35	1 35	11 35	9 35	7 35	5 35	3 35
1 14	11 14	9 14	7 14	5 14	9 42	7 42	5 42	3 42	1 42	11 42	9 42	7 42	5 42	3 42
1 27	11 27	9 27	7 27	5 27	9 49	7 49	5 49	3 49	1 49	11 49	9 49	7 49	5 49	3 49
1 40	11 40	9 40	7 40	5 40	9 56	7 56	5 56	3 56	1 56	11 56	9 56	7 56	5 56	3 56
1 53	11 53	9 53	7 53	5 53	10 03	8 03	6 03	4 03	2 03	12 03	10 03	8 03	6 03	4 03
2 06	12 06	10 06	8 06	6 06	10 10	8 10	6 10	4 10	2 10	12 10	10 10	8 10	6 10	4 10
2 19	12 19	10 19	8 19	6 19	10 17	8 17	6 17	4 17	2 17	12 17	10 17	8 17	6 17	4 17
2 32	12 32	10 32	8 32	6 32	10 24	8 24	6 24	4 24	2 24	12 24	10 24	8 24	6 24	4 24
2 45	12 45	10 45	8 45	6 45	10 31	8 31	6 31	4 31	2 31	12 3				

THE WINONA INTERURBAN RAILWAY COMPANY.

Limited Train Dark
Local LightWEEK DAY TRAINS
SOUTH BOUND

Subject to Change Without Notice

Stations	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
South Bend...Lv					7 15					10 15					1 15				7 15
Mishawaka...Lv					7 36					10 36					1 36				7 36
Elkhart...Lv					8 01					11 01					2 01				8 01
Goshen...Ar					8 25					11 25					2 25				8 25
Goshen...Lv	5 35	6 45	8 30	9 30	10 20	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30
New Paris...Lv	5 50	7 03	8 45	9 48	10 37	11 45	12 55	1 48	2 45	3 48	4 48	5 45	6 48	7 48	8 45	9 48	10 48	11 48	12 55
Milford Jct...Ar	6 00						10 50						7 00						
Milford Jct...Lv	6 10	7 15	8 55	10 01	11 00	11 55	1 05	2 00	2 55	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	12 00
Milford...Lv	6 15	7 20	9 00	10 06	11 04	11 59	1 09	2 05	2 59	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05
Leesburg...Lv	6 30	7 35	9 10	10 22	11 18	12 10	1 23	2 20	3 10	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 00
Warsaw...Ar	6 45	7 55	9 25	10 40	11 35	12 25	1 40	2 40	3 25	4 40	5 40	6 40	7 40	8 40	9 40	10 40	11 40	12 40	1 00
Warsaw...Lv	7 00		9 30			12 30													
Mentone...Ar	7 30		10 00			1 00													

Effective June 21 1909

WEEK DAY TRAINS
NORTH BOUND

*Train leaving Warsaw for Mentone at 9:30 p. m., runs Saturday only

Stations	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Mentone...Lv					7 30					10 00					1 00				10 00
Warsaw...Ar					8 00					10 30					1 30				10 30
Warsaw...Lv	5 30	7 30	8 10	9 10	10 20	11 10	12 00	1 30	2 10	3 10	4 30	5 10	6 10	7 30	8 10	9 10	10 45	11 10	12 00
Leesburg...Lv	5 45	7 45	8 28	9 33	10 35	11 24	12 18	1 45	2 28	3 33	4 45	5 28	6 33	7 45	8 28	9 33	11 00	11 10	12 00
Milford...Lv	5 56	7 56	8 42	9 47	10 46	11 42	12 33	1 56	2 42	3 47	4 56	5 42	6 47	7 56	8 42	9 47	11 11	11 11	12 00
Milford Jct...Ar	6 00						10 50												
Milford Jct...Lv	6 10	8 00	8 48	9 51	11 00	11 46	12 45	2 00	2 46	3 51	5 00	5 46	6 51	8 00	8 46	9 51	11 15	11 15	12 00
New Paris...Lv	6 20	8 09	9 00	10 02	11 09	12 00	12 55	2 09	3 00	4 02	5 09	6 00	7 02	8 09	9 00	10 02	11 24	11 24	12 00
Goshen...Ar	6 40	8 25	9 20	10 20	11 25	12 20	1 15	2 25	3 20	4 20	5 25	6 20	7 20	8 25	9 20	10 20	11 40	11 40	12 00
Goshen...Lv	6 53				11 33			2 33						8 33					
Elkhart...Lv	7 08				11 58			2 58						8 58					
Mishawaka...Lv	7 23				12 23			3 23						9 23					
South Bend...Ar	7 40				12 40			3 40						9 40					

THE WINONA INTERURBAN RAILWAY COMPANY

EFFECTIVE DECEMBER 1, 1909

Trips indicated by † are run daily except Sunday. ‡—Sundays only. *—Saturdays only.

Light figures AM, dark figures PM

NORTH BOUND—PERU TO CHILI

STATIONS	†1	†3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	†45	†47
Peru.....	6 15	6 35	7 00	7 30	8 50	9 10	9 35	11 00	11 20	11 50	12 10	1 30	1 50	2 10	3 30	3 50	4 10	5 30	5 50	6 10	7 30	7 50	8 20	10 00
Oakdale.....	6 25	6 50	7 15	7 40	9 00	9 20	9 45	11 10	11 30	12 00	12 20	1 40	2 00	2 20	3 40	4 00	4 20	5 40	6 00	6 20	7 40	8 00	8 30	10 10
Chili.....				8 10				10 15			12 50			2 50			4 50			6 50			9 00	10 40

SOUTH BOUND—CHILI TO PERU

STATIONS	†2	†4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	†46	†48
Chili.....				8 10			10 15				12 50			2 50			4 50			6 50			9 00	10 40
Oakdale.....	6 25	6 50	7 15	8 40	9 00	9 20	10 45	11 10	11 35	12 00	1 20	1 40	2 00	3 20	3 40	4 00	5 20	5 40	6 00	7 20	7 40	8 00	9 30	11 10
Peru.....	6 35	7 00	7 25	8 50	9 10	9 30	10 55	11 20	11 45	12 10	1 30	1 50	2 10	3 30	3 50	4 10	5 30	5 50	6 10	7 30	7 50	8 10	9 40	11 20

MENTONE IND. Nickel Plate R. R.

East—1:03, 9:20 a. m.; 6:16 p. m.

West—8:58 a. m.; 12:01, 2:03 p. m.

WARSAW IND., Pennsylvania R. R.

East—3:41, 5:52, 10:31, 11:02 a. m.; 6:39, 9:33, 10:52 p. m.

West—4:27, 8:20 a. m., 12:34, 1:02, 5:18, 6:35, 9:41 p. m.

WARSAW IND., Big Four R. R.

South—6:57, 10:03 a. m.; 2:26 p. m.

North—11:06 a. m.; 3:39, 8:34, p. m.

WINONA AND WARSAW R. R.

Daily except Sunday. First car leaves

Winona Lake at 5:45 a. m., Warsaw at 6:00 and every thirty minutes thereafter. Last car leaves Winona Lake 10:15 p. m., Warsaw 10:30 p. m.

MILFORD JCT., IND., B. & O. R. R.

East—10:54 a. m.; 7:10 p. m.

West—7:13 a. m.; 12:42 p. m.

NEW PARIS, IND., Wabash R. R.

East—2:35, 10:20 a. m.; 3:10, 4:10 p. m.

West—6:20, 10:10 a. m.; 1:00, 1:12 p. m.

GOSHEN, IND., L. S. & M. S. R. R.

East—12:04, 1:21, 7:15, 11:46 a. m.; 1:42, 4:34, 8:13 p. m.

West—8:15, 4:53, 8:20, 11:06 a. m.; 5:37, 10:10 p. m.

TO AND FROM FINDLEY

Leave Goshen—8:00 a. m.; 4:00 p. m.

Arrive Goshen—12:20, 7:30 p. m.

NORTHERN INDIANA R. R.

Limited cars run through from Warsaw to South Bend. All local cars connect at Goshen with local cars of Northern Indiana R. R., except 6:40 a. m. and 10:20 a. m.

FREIGHT SERVICE—Through freight service between South Bend and Warsaw handled, twice daily except Sunday, giving express service at freight rates, the through rates being same as steam lines.

The above time tables are representative of the various lines throughout the state during their various lives and succession of operating companies.

Unless otherwise marked, all time tables are from the author's collection.

#990

GC
977.2

GC
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THE WINONA INTERURBAN RAILWAY COMPANY.

Limited Train Dark
Local Light

**WEEK DAY TRAINS
SOUTH BOUND**

Subject to Change Without N

Stations	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	*PM	PM	PM
South Bend.....Lv	-----	-----	7 15	-----	-----	10 15	-----	-----	1 15	-----	4 15	-----	-----	-----	7 15	-----	1
Mishawaka.....	-----	-----	7 36	-----	-----	10 36	-----	-----	1 36	-----	4 36	-----	-----	-----	7 36	-----	1
Elkhart.....	-----	-----	8 01	-----	-----	11 01	-----	-----	2 01	-----	5 01	-----	-----	-----	8 01	-----	1
Goshen.....Ar	-----	-----	8 25	-----	-----	11 25	-----	-----	2 25	-----	5 25	-----	-----	-----	8 25	-----	1
Goshen.....Lv	5 85	6 45	8 30	9 30	10 20	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
New Paris.....	5 50	7 03	8 45	9 48	10 37	11 45	12 55	1 48	2 45	3 48	4 48	5 45	6 48	7 48	8 45	9 48	10 48
Milford Jct.....Ar	6 00	-----	-----	-----	10 50	-----	-----	-----	-----	-----	-----	7 00	-----	-----	-----	-----	-----
Milford Jct.....Lv	6 10	7 15	8 55	10 01	11 00	11 55	1 05	2 00	2 55	4 00	5 00	5 55	7 10	8 00	8 55	10 00	10 58
Milford.....	6 15	7 20	8 59	10 06	11 04	11 59	1 09	2 02	2 59	4 05	5 05	5 59	7 14	8 05	8 59	10 05	11 02
Leesburg.....	6 30	7 35	9 10	10 22	11 18	12 10	1 23	2 20	3 10	4 20	5 20	6 10	7 26	8 20	9 10	10 20	11 20
Warsaw.....Ar	6 45	7 55	9 25	10 40	11 35	12 25	1 40	2 40	3 25	4 40	5 40	6 25	7 40	8 40	9 25	10 40	11 40
Warsaw.....Lv	7 00	-----	9 30	-----	-----	12 30	-----	-----	4 15	-----	6 30	-----	-----	-----	9 30	-----	-----
Mentone.....Ar	7 30	10 00	-----	-----	-----	1 00	-----	-----	4 45	-----	7 00	-----	-----	10 00	-----	-----	-----

WEEK DAY TRAINS
NORTH BOUND

*Train leaving Warsaw for Mer
at 9:30 p. m., runs Saturday.

Effective June 21 1909

Stations	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Mentone Lv	---	---	7 30	---	---	10 00	---	1 00	---	---	---	---	4 45	7 00	---	---	10 00
Warsaw Ar	---	---	8 00	---	---	10 30	---	1 30	---	---	---	---	5 15	7 30	---	---	10 30
Warsaw Lv	5 30	7 30	8 10	9 10	10 20	11 10	12 00	1 30	2 10	3 10	4 30	5 10	6 10	7 30	8 10	9 10	10 45
Leesburg	5 45	7 45	8 28	9 30	10 35	11 28	12 18	1 45	2 38	3 33	4 45	5 28	6 33	7 45	8 28	9 38	11 00
Milford	5 56	7 56	8 42	9 47	10 46	11 42	12 33	1 56	2 42	3 47	4 56	5 42	6 47	7 56	8 42	9 47	11 11
Milford Jct. Ar	6 00	---	---	---	10 50	---	12 37	---	---	---	---	---	---	---	---	---	---
Milford Jct. Lv	6 10	8 00	8 46	9 51	11 00	11 46	12 45	2 00	2 46	3 51	5 00	5 46	6 51	8 00	8 46	9 51	11 15
New Paris	6 20	8 09	9 00	10 02	11 09	12 00	12 55	2 09	3 00	4 02	5 09	6 00	7 02	8 09	9 00	10 02	11 24
Goshen Ar	6 40	8 25	9 20	10 21	11 25	12 20	1 15	2 35	3 20	4 20	5 25	6 20	7 20	8 25	9 20	10 20	11 40
Goshen Lv	6 40	8 33	---	---	11 33	---	---	2 33	---	---	5 33	---	---	8 33	---	---	11 45
Elkhart	---	8 58	---	---	11 58	---	---	2 58	---	---	5 58	---	---	8 58	---	---	12 10
Misawaka	---	9 23	---	---	12 23	---	---	3 23	---	---	6 23	---	---	9 23	---	---	12 36
South Bend Ar	---	9 40	---	---	12 40	---	---	3 40	---	---	6 40	---	---	9 40	---	---	12 55

THE WINONA INTERURBAN RAILWAY COMPANY

EFFECTIVE DECEMBER 1, 1909

Trips indicated by † are run daily except Sunday. ‡—Sundays only. *—Saturdays only.

Light figures AM, dark figures

NORTH BOUND—PERU TO CHILI

STATIONS	+1	+3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	+45	+47
Peru	6 15	6 35	7 00	7 30	8 50	9 10	9 35	11 00	11 20	11 50	12 10	1 30	1 50	2 10	3 30	3 50	4 10	5 30	5 50	6 10	7 30	7 50	8 20	10 00
Oakdale	6 25	6 50	7 15	7 40	9 00	9 20	9 45	11 10	11 30	12 00	12 20	1 40	2 00	2 20	3 40	4 00	4 20	5 40	6 00	6 20	7 40	8 00	8 30	10 10
Chili				8 10			10 15				12 50			2 50			4 50			6 50			9 00	10 40

SOUTH BOUND—CHILI TO PERU

STATIONS	†2	†4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	†46	†48
Chili				8 10			10 15				12 50			2 50			4 50			6 50			9 00	10 40
Oakdale	6 25	6 50	7 15	8 40	9 00	9 20	10 45	11 10*	11 35	12 00	1 20	1 40	2 00	3 20	3 40	4 00	5 20	5 40	6 00	7 20	7 40	8 00	9 30	11 20
Peru	6 35	7 00	7 25	8 50	9 10	9 30	10 55	11 20	11 45	12 10	1 30	1 50	2 10	3 30	3 50	4 10	5 30	5 50	6 10	7 30	7 50	8 10	9 40	11 10

MENTONE IND. Nickel Plate R. R.

East—1:03, 9:20 a. m.; 6:16 p. m.
West—8:58 a. m.; 12:01, 2:03 p. m.

WARSAW, IND., Pennsylvania R. R.

East—8:41, 5:52, 10:31, 11:02 a. m.; 6:39, 9:33,
10:52 p. m.
West—4:27. 8:20 a. m., 12:34, 1:02, 5:18, 6:35,
9:41 p. m.

WARSAW IND., Big Four R. R.

South—5:57, 10:03 a. m.; 2:26 p. m.
North—11:06 a. m.; 3:39, 8:34, p. m.

WINONA AND WARSAW R. R.

Daily except Sunday. First car leaves

Winona Lake at 5:45 a. m., Warsaw at 6:00 and every thirty minutes thereafter. Last car leaves Winona Lake 10:15 p. m., Warsaw 10:30 p. m.

MILFORD JCT., IND., B. & O. R. R.

East—10:54, a. m.; 7:10 p. m.
West—7:13 a. m.; 12:42 p. m.

NEW PARIS, IND., Wabash R. R.

East—2:35, 10:20 a. m.; 3:10, 4:10 p.m.
West—6:20, 10:10 a. m.; 1:00, 1:12 p.m.

GOSHEN, IND., L. S. & M. S. R. R.

East—12:04, 1:21, 7:15, 11:46 a. m.; 1:42, 4:34, 8:13 p. m.
West—3:15, 4:53, 8:20, 11:06 a. m.; 5:37, 10:10 p. m.

TO AND FROM FINDLEY

Leave Goshen—8:00 a. m.; 4:00 p. m.
Arrive Goshen—12:20, 7:30 p. m.

NORTHERN INDIANA R. R.

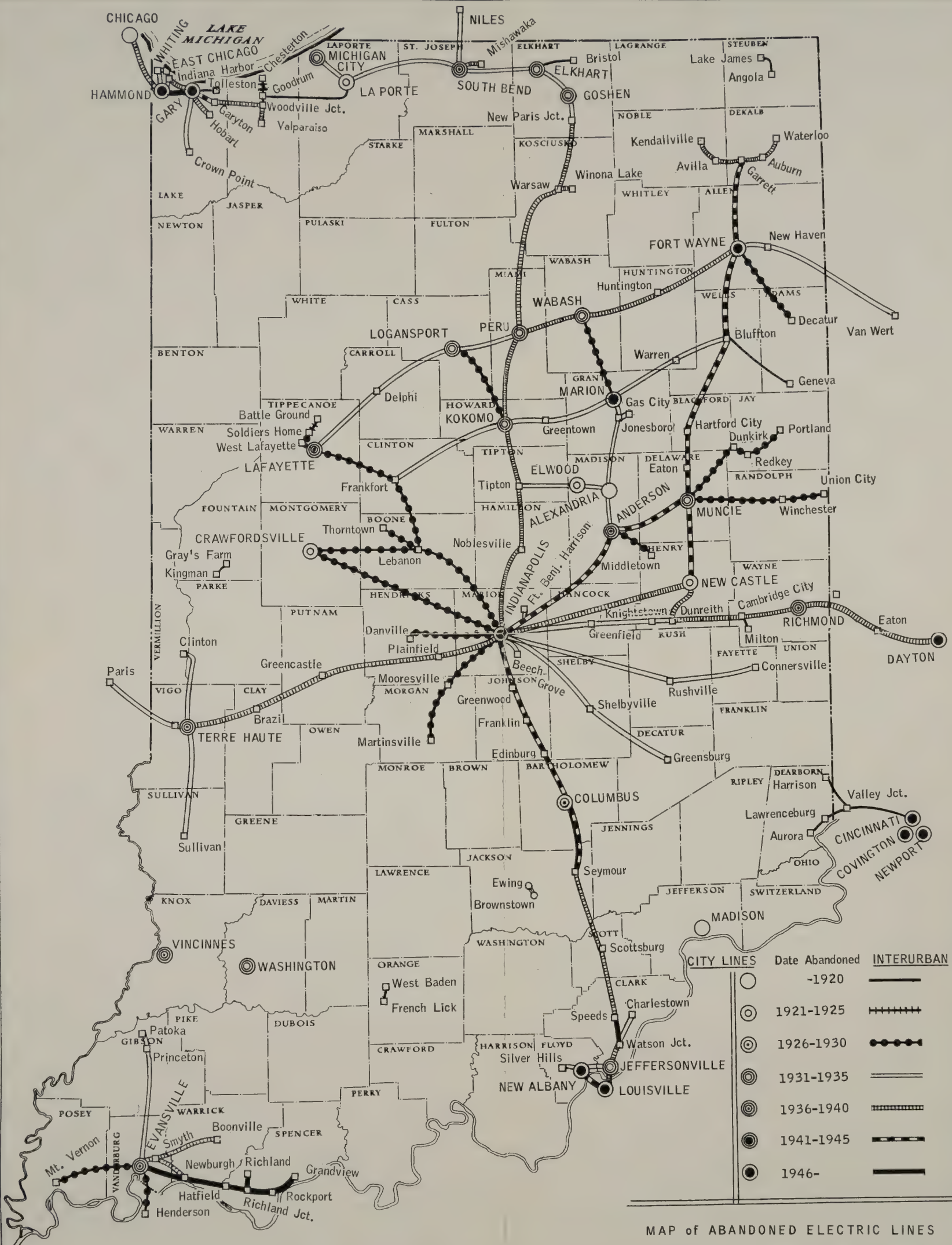
Limited cars run through from Warsaw to South Bend. All local cars connect at Goshen with local cars of Northern Indiana R. R., except 6:40 a. m. and 10:20 a. m.

FREIGHT SERVICE—Through freight service between South Bend and Warsaw handled, twice daily except Sunday, giving express service at freight rates, through rates being same as steam lines.

The above time tables are representative of the various lines throughout the state during their various lives and succession of operating companies.

Unless otherwise marked, all time tables are from the author's collection.

4990



CITY LINES	Date Abandoned	INTERURBAN
○	-1920	————
⊙	1921-1925	+++++
⊗	1926-1930	●●●●●
⊕	1931-1935	=====
⊖	1936-1940	=====
⊗	1941-1945	——●——
●	1946-	————

MAP of ABANDONED ELECTRIC LINES
Map by VANE A. JONES

